

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 514.—Vol. XV.]

LONDON: SATURDAY, JUNE 28, 1845.

[PRICE 6D.]

TO IRONMASTERS AND OTHERS.—IMPORTANT SALE, BY AUCTION, by Mr. W. DAVIES, at the Crown Hotel, Ludlow, in the county of Salop, on the 4th day of July next, at Five o'clock in the afternoon, subject to conditions, SEVENTEEN ACRES OF LAND, FOUR DWELLING HOUSES, and the extensive

GLEE HILL IRON-WORKS. The buildings and erections upon the lands comprise a spacious IRON FORGE, containing 30-horse power steam-engine, by the Coalbrook Dale Company; forge and drawing hammers, large pair of rolls, guide rolls, also blowing apparatus for working cupola and refinery, two puddling furnaces, one scrap furnace, charcoal lumping fire, casting foundry, with cupola and air-furnace, together with the usual and requisite machinery for working the whole. Extensive buildings for the reception of iron, called the "Iron Warehouse," smiths' and carpenters' workshops, and a variety of other buildings and erections necessary for carrying on the works.—These works are in good repair, and capable of producing forty tons of iron per week.

Also, the very advantageous BRICK and TILE WORKS upon the said land, replete with every convenience of manufacturing the same, without regard to expense. These erections consist of a 6-horse power STEAM-ENGINE, also new and most complete machinery for grinding clay, two pug mills, with requisite machinery, large new buildings, with stores underneath for drying, and also a kiln oven, for burning of bricks and tiles. The almost inexhaustible bed of clay is of first-rate quality, and the bricks and tiles manufactured therefrom are equalled by few works, and surpassed by none. The works are now in full operation, and capable of making 200,000 bricks and 600,000 tiles per annum, exclusive of other articles.

The cottages, or dwelling-houses, are conveniently situated, with suitable gardens for the workmen, and for the clerk of the works.

The whole of the premises lie together, and have one coal pit within fifty yards, and the extensive coal mine, called the "Iron Mine," situated in a quarter of a mile. The whole premises are little more than a mile from the town of Ludlow, in the county of Salop, and within six miles of the market towns of Ludlow and Tenbury, twelve miles of Bewley, and fifteen of Kidderminster.

The Welsh Midland Railway, and the Shrewsbury and Herefordshire Railway, through Ludlow (forming part of the great line between Liverpool, Birkenhead, Chester, and Bristol), will pass in the neighbourhood of these works.

BOG MINES, NEAR SHREWSBURY.—TO BE SOLD BY AUCTION, in the month of JULY next (if not previously disposed of by private contract) all the ENGINES, MACHINERY, MINING MATERIALS, and OTHER STORES, belonging to the Bog Mining Company, consisting of—

ONE 70-inch cylinder PUMPING-ENGINE, 10-hp. stroke in the cylinder and 9-ft. stroke in the shaft, with three boilers; 3 balance-holes; 4 16-inch plunger-poles, stuffing-boxes, and glands; H-pieces, clackdoor-pieces, and windroves; 2 15-inch working-barrels, 11-ft. long each; 170 fathoms of iron pumps, from 16 to 17 inches diameter; 230 fathoms of main rod, from 9 to 14 inches square; strapping plates and pins, iron bucket rods and shells, 2 cast-iron and shears, 200 fathoms of 13-inch capstan rope, 250 fathoms of 11-inch ditto, 100 fathoms of 6-inch working-barrel, 35 fathoms of 7-inch pumps, 8-inch plunger-pole, stuffing-box and gland; H-pieces, clackdoor-pieces.

ONE 18-inch cylinder WINDING-ENGINE, 4-hp. stroke, with one boiler, winding apparatus complete; 500 fathoms of wire rope, stands, pulleys, kibble, &c.

TWO 20-inch cylinder ENGINES, 4-hp. stroke, for pumping and winding, with two boilers to each; balance-holes and rods, 3 plunger-poles, stuffing-boxes, and glands, from 4 to 6 inches diameter; 11-inch clackdoor-pieces, 130 windroves; 130 fathoms of pumps, 6 to 8 inches diameter; 4-inch plunger-pole, stuffing-box, and gland; H-pieces, clackdoor-pieces and windroves; 45 fathoms of 4-inch pumps, 300 fathoms of wooden rods, 5 to 6 inches square; strapping plates and pins, 50 fathoms of 9-inch capstan rope, winding apparatus complete, 300 fathoms of wire rope, pithead, pulleys, kibble, &c.

SUNDY MATERIALS.

ONE IRON WATER WHEEL, 14-foot diameter and 2-feet in the breast; 2 whistles, quantity of round timber, timber carriage, 2 carts, oak and deal timber, large quantity of wrought-iron rails, 24 inch by 1 inch cast axles; 3 17-inch plunger-poles, 1 18-inch ditto, 1 14-inch ditto, stuffing boxes and glands, H-pieces, clackdoor-pieces, windroves, pumps, from 4 to 15 inches diameter, air-pipes, turntables, winches, ladders, kibble, boards, flange pins, iron, of various sizes, a large quantity of wrought and cast scrap iron, smiths' bellows, vices, anvils, and tools, miners' tools and shovels, powder, miners' chests, and a great variety of other articles, too numerous for an advertisement.

May be seen on application to Frank Walker, Esq., or Mr. C. Morcom, engineer, on the premises.—Notice will be given of the day of sale.

COPPER MINE FOR SALE, situated in the island of CUBA. Twenty miles from the port of Nuevitas.—Five shafts, from 50 to 90 feet, have been sunk on the land, which has been thoroughly explored by mining captains for more than 900 feet east and west, and pronounced one of the richest mines in the whole island.—Upwards of \$40,000 worth of ore has already been taken out, but as the works must now be extended, more capital is required for this reason, only one-half, or five-eighths, of this valuable property is OFFERED FOR SALE TO CAPITALISTS who will work it. A new engine, pumps, tools, and 100 acres woodland is attached to the mine, within 200 yards of which passes the Nuevitas and Principe Railroad.—Reference may be made to Messrs. Carne and Telford, of Liverpool; Geo. Dixon, Esq., U.S.V. Consul, Nuevitas (Cuba); and Messrs. John Simmons and Son, Boston, U.S.

COUNTY OF CUMBERLAND.—EXTENSIVE FIELD OF COAL AND IRONSTONE.—TO BE LET, for such a term of years as may be agreed upon, the COAL AND IRONSTONE in the several manors of WYRTON, HARRINGTON, and HARRINGTON, containing in the whole about 6000 acres; and also the COAL under 400 acres of LAND at Flimby.—The collieries at Workington and Harrington are in full work, and capable of great extension. At Flimby the coal is yet unworked. The ironstone, which contains nearly 40 per cent. of iron, extends over a large portion of the Manor of Harrington. The harbours of Workington and Harrington (situated on the west coast of Cumberland) are contiguous to the coal pits and the Whitehaven Junction Railway.—now in the course of completion, and connecting Flimby with the other manors, will provide an easy and cheap mode of conveying the coal and iron. A considerable capital will be required to open out fully these collieries and ironwork, the Lord of the Manors is desirous of FORMING A COMPANY, or MEETING with a person of capital to work them. An ample supply of limestone may be obtained upon the spot, as well as stone and fire clay, suitable for the erection of blast furnaces, &c.

Further particulars may be obtained from Charles Thompson, Esq., solicitor, Workington; and Mr. A. Penrice, colliery agent, New York, or John Taylor, Esq., of whom will receive proposals, and afford every facility for viewing the collieries and fields of iron-ore, and inspecting the plans.

A COLLIERY, producing a PROFIT of upwards of TWENTY PER CENT., and which, with a very moderate outlay, will yield 50 per cent., is now FOR SALE.—Particulars may be had on application to Messrs. Reed and Robinson, 9, Adam-street, Adelphi.

STEAM-ENGINES, from 8 to 16-horse power, ALWAYS IN STOCK.—Apply to Mr. Casper, engineer and ironfounder, Birmingham.

N.B.—CASTINGS AND PIT WORK MADE TO ORDER.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDIENT MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that your recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."—Manufactured and sold by the Patentees, BIGGFOOT, SMITH, and DAVEY, Cornhill, Cornwall.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES OF every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

CASE & MORRIS, TAR AND NAPHTHA DISTILLERS, NAVAL VARNISH AND PATENT FUEL MANUFACTURERS, 76, FAUXHALL-ROAD, and 46, CARRUTHERS-STREET, LIVERPOOL.

BLACK VARNISH for every description of iron work, common wood work, and vessels. As a coating for hulls, planks, gates, spouts, and ladders, this varnish is superior to paint; and as a protective application to iron exposed to water, it is unequalled.—Estate agents, railway managers, colliery and mine agents, ironfounders, iron shipbuilders, and flat and shipowners, will find this varnish preferable to paint for all ordinary purposes and greatly more economical; dries in half an hour.—One Shilling per gallon.

An inferior kind of Black Varnish, for paying vessels' sides and wood roofs, and as a waterproofing for brickmakers' weather boards, Sixpence per gallon.

These varnishes are manufactured on the principle of the original maker.

RED AND BROWN VARNISH, Two Shillings per gallon.

REFINED COAL TAR, Three shillings per gallon.

COAL PITCH in barrels or bulk. Coal tar and coal pitch make a composition which, applied to dock and lock gates and the piles of timber piles, effectually resists the attacks of marine insects. For application to timber work, refined coal tar and coal pitch are quite equal to the best foreign tar and pitch.

FINEST RECTIFIED COAL, or MINERAL NAPHTHA.

Caution.—Much of the varnish sold under the denomination of Asphaltum Varnish and Black Varnish, is nothing more than coal tar, and often mixed with raw coal tar, which is rapidly destructive of both wood and iron.

ASSAYING AND MINERAL ANALYSIS.—IMPORTANT TO THE PROPRIETORS AND SHAREHOLDERS OF MINES, &c.—Messrs. MITCHELL and FIELD'S LABORATORY is OPEN to GENTLEMEN for INSTRUCTION in all BRANCHES OF ASSAYING, MINERAL ANALYSIS, and GENERAL CHEMISTRY, ASSAYS and ANALYSES conducted as usual.—For terms address Messrs. Mitchell and Field, assayers, &c., 5 A, Hawley-road, Kentish-town, London.

CONSOLIDATED TRETOIL MINING COMPANY.—The directors of this company hereby give Notice, that, in conformity with the resolution passed at a Special General Meeting of the shareholders, held on the 25th inst., they have made a CALL of TEN SHILLINGS per share, PAYABLE on or before Tuesday, the 15th July, to Messrs. Williams, Deacon, and Co., bankers, Birch-lane.

By order of the directors, HENRY THOMAS.

8, George-yard, Lombard-street, June 27, 1845.

ROYAL SANTIAGO MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders will be HELD at the office of the company on Wednesday, the 9th of July next. The chair will be taken at One o'clock precisely, when the report of the directors will be presented, and a dividend for the half-year declared.

38, Broad-street-buildings, June 26, 1845.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the directors of this company have this day made a CALL of FIVE SHILLINGS per share, PAYABLE on or before the 31st July next, at the London Joint-Stock Bank. By order of the board, ROWLAND NICHOLSON, &c.

57, Old Broad-street, June 25, 1845.

TO MINERS AND ENGINEERS.—ON SALE, TWO NEW CAST-IRON PUMPS, 12-inch bore by 5-feet stroke, with the necessary buckets, clacks, wheel shafts, cranks, quadrants, pipes, rods, and bolts, for working two lifts in a mine—about 160 feet each lift; the pipes are 4-feet long, and 13-inch bore, of wrought-iron, about 1-inch thick. The whole can be delivered immediately, and the pumps and pipes may be sold in separate lots.

For further particulars apply to A. W. Powles and Co., 4, Water-street, Liverpool.

VALUABLE MINE SHARES ON SALE.—TO BE SOLD, FIFTY SHARES in the BURGONNE MINES, in the county of STAFFORD, late the property of Richard Gant, Esq., deceased. These mines extend over the greater part of the Ecton Mountain, where such immense quantities of valuable COPPER and LEAD ORES have been discovered; the mines are drained by an adit level to the depth of 150 yards; a new steam-engine has also been recently erected for working under the level, together with a new railway—the whole of which are in complete working order. Two of the mines on the estate contain large losses of BLEND ORE, of very superior quality, and which may be raised at a small expense; the produce of the copper sales average from 12 to 15 per cent. of copper.

For further particulars, and to treat for the same, apply to Mr. Cruso, Leek, Staffordshire, where plans and sections of the several mines may be seen.

MINING AND RAILWAY OFFICES, 16, CORNHILL.—Mr. ROCHARD TREDENNICK having entered into arrangements with PRACTICAL AGENTS and ENGINEERS resident in the several MINING DISTRICTS, whereby he is enabled to obtain the earliest and most accurate information affecting MINING and RAILWAY undertakings, professes his services to the capitalist and adventurer in MINES and RAILWAYS, in the PURCHASE or DISPOSAL of SHARES, and also obtaining REPORTS or STATEMENTS with reference thereto.—Reference to his ability and the facilities possessed by Mr. Tredeunnick will be readily afforded.

RYE AND THOMAS, MINE AGENTS AND DEALERS IN STOCKS, RAILWAY AND OTHER SHARES, 80, OLD BROAD-STREET, LONDON.

RAILWAY SHARES, &c.—TO BE SOLD, BY PUBLIC AUCTION, at the Hall of Commerce, Threadneedle-street, London, on Tuesday next, the 1st July, 1845, at Two o'clock precisely.

ABOUT THREE THOUSAND RAILWAY SHARES. Also SHARES in the following IMPROVED MINING and OTHER COMPANIES, viz.:—Tamar Silver-Lead Mine, Tincroft Mine, Harrowbarrow Lead and Copper Mine, Bedford Mine, Waterman Steam-Packet Company, Thames Plate Glass Company, &c. Sales are held every Tuesday and Friday, and certificates of shares for insertion in the catalogues are received by the auctioneers, at their offices, Hall of Commerce, until Four o'clock on the day previous to each day's sale, where also catalogues may be had.

LAMOND and CO., Share Auctioneers.

RAILWAY SHARES, &c., BY AUCTION.—TO SHAREHOLDERS AND CAPITALISTS.—Encouraged by the recent increase of business in the sale and transfer of shares in the various public companies, British and foreign, and acting under the advice of friends and capitalists, Messrs. Lamond and Co., licensed auctioneers, have deemed the additional occupation thus created, together with the abolition of the auction duties, a fit opportunity for opening a separate and independent practice, to which they have determined to devote their united attention, desiring all other business to be transacted by the sale by auction of shares in railways, British and foreign, assurances, mining, cemetery, and canal companies, joint-stock banks, debentures, bonds, &c., &c., in short, of every description of interest connected with the numerous public companies formed and now forming in the commercial world.

In arriving at this determination, it will be the anxious desire of Messrs. Lamond and Co. to give every information and satisfaction to their friends and the public, and looking at the magnitude of operations yielding adequate remuneration, they have resolved to adopt a low scale of charges, by way of commission, and where sales are not effected, a small fee, merely sufficient to cover the expenses of printing, advertising, &c., &c., for putting up the lots.

To avoid any misunderstanding, a deposit of 10 per cent. will be required on all purchases at the hammer, unless the same be effected through bankers, members of the Stock Exchange, or parties well known to the auctioneers; and a settlement of the remainder of the purchase-money, must, in every case, be made in the course of the following day, during the usual hours of business, the sale will be void, and the deposit forfeited, except when special transfers are required, and to such all possible expedition will be given.

As all scrip and share certificates must be deposited for examination at least one day previously to their being offered to public competition, Messrs. Masterman and Co., bankers, Nicholas-lane, and Messrs. Ransom and Co., bankers, Pall Mall East, London, have been pleased to allow reference to be made to them in regard to the respectability of the firm of Lamond and Co.

Their purpose selling every Tuesday and Friday in each week, until further notice, in their rooms, at the undermentioned hall, at Two o'clock precisely: the first sale having commenced on Tuesday, the 3d day of June. Letters and orders containing instructions, are respectfully requested to be addressed as under, where one or more of the partners will be always in attendance to be conferred with, if required; and advices of the operations of the day will be forwarded by the first post after each day's sale, and the proceeds paid according to their correspondent's instructions.

Parties desiring to have catalogues sent them on the night before the sale, except bankers, members of the Stock Exchange, and subscribers to the Hall of Commerce, to whom they will, on application, be delivered gratis; but, to prevent inconvenient intrusion, no one can be admitted into the sale room without a catalogue, which, if furnished at the door, will be charged 1s.

SCALE OF CHARGES.
One Shilling per Share under £20 0 0
One Shilling and Sixpence under 50 0 0
Two Shillings and Sixpence under 100 0 0
Five Shillings on all above.

And Two Shillings and Sixpence per lot, offered for sale (be the number of shares in such lot more or less) when sales are not effected.

Hall of Commerce, Threadneedle-street, London.

ST. KATHARINE DOCKS.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of the St. Katharine Docks will be HELD in the Dock-house, Tower-hill, in the county of MIDDLESEX, on Tuesday, the 15th day of July next, at Twelve o'clock at noon, for the purpose of declaring a dividend on the capital stock of the company for the half-year ending the 30th June inst.; also for the election (by ballot) of twenty-one directors for the year ensuing; and that the books of the company will be closed on Tuesday, the 24th inst., and opened again on Thursday, the 31st of July next.

By order of the court, JOHN HALL, Secretary.

St. Katharine Dock, June 17, 1845.

N.B.—The chair will be taken at One o'clock precisely.

SOUTH AUSTRALIAN BANKING COMPANY.—At the Fourth Annual General Meeting, at their offices, 54, Old Broad-street, on Wednesday, June 25, 1845, the following resolutions were unanimously adopted—viz.:

Moved by E. Divett, Esq., M.P., seconded by Rev. T. Thompson, 1. That the report of the company's operations, as now read, be adopted for the Fourth Annual Report of the South Australian Banking Company, and printed and circulated under the direction of the board; also that the accounts of the company's affairs to the 30th May last (as now submitted) be approved.

Moved by J. R. Todd, Esq.; seconded by G. Davenport, Esq., 2. That this meeting, in accordance with the views of the directors, as expressed in the report, considers it desirable to suspend the dividend for the ensuing year.

Moved by Richard Foster, Esq.; seconded by G. Cox, Esq., 3. That E. Divett, Esq., M.P., and J. H. Leckie, Esq., be re-elected as directors; and John Brown and Felix Ludbrooke, Esq., as auditors of the company.

Moved by John Brown, Esq.; seconded by G. Miller, Esq., 4. That the cordial thanks of this meeting be presented to the chairman and directors for their important services during the past year.

Moved by E. Divett, Esq., M.P.; seconded by G. Davenport, Esq., 5. That the best thanks of this meeting be given to George Morphet, Esq. (the local director), to E. Stephens, Esq. (the Adelaide Manager), and to E. J. Wheeler, Esq. (the London Manager), for their constant efforts for the success of the bank.

London, June 25, 1845. EDMUND J. WHEELER, Manager.

WANTED, ONE THOUSAND TONS OF SCOTCH FIRE-IRON, and FIVE HUNDRED TONS OF FINERS' METAL, to be delivered at Rotterdam in the months of July, August, and September. Cash payment.—Letters to be addressed to the Nister Dale Iron Company, 10, Old Jewry Chambers, London.

CONTRACT FOR WORKS.—The COMMITTEE of the REGENT'S CANAL COMPANY are ready to RECEIVE TENDERS from parties willing to CONTRACT for the CONSTRUCTION of a SHED at Hatchett, in the parish of St. Pancras.—Plan and specification of the proposed works may be seen at this office till Ten o'clock on Wednesday, the 9th day of July, after which time no tenders will be received. E. L. SNEE, Secretary.

CONTRACT FOR WORKS.—The COMMITTEE of the REGENT'S CANAL COMPANY are prepared to RECEIVE TENDERS from parties willing to CONTRACT for the EXECUTION of the WORKS necessary in the extension of the TOWING PATH of the CANAL, near the Hampstead-road Lock, in the parish of St. Pancras.—Plan and specification of the proposed works may be seen at this office till Ten o'clock on Wednesday, the 9th day of July, after which time no tenders will be received. E. L. SNEE, Secretary.

CONTRACT FOR IRON BRIDGES.—The COMMITTEE of the REGENT'S CANAL COMPANY are prepared to RECEIVE TENDERS from parties willing to CONTRACT for the ERECTION of TWO CAST-IRON BRIDGES, one of 80 feet span, and the other of 45 feet span, necessary in the extension of the TOWING PATH of the CANAL, near the Hampstead-road Lock, in the parish of St. Pancras.—Plans and specification of the proposed works may be seen at this office till Ten o'clock on Wednesday, the 9th day of July, after which time no tender will be received. E. L. SNEE, Secretary.

SUSPENSION BRIDGES.—ANDREW SMITH'S PATENT GALVANISED WIRE ROPE and CHAIN SUSPENSION, or PARABOLIC TENSION, BRIDGES, are constructed so that the lateral oscillation and vibration (so destructive to the ordinary suspension principle) are entirely prevented by this improvement. For deep ravines or cuttings, the Parabolic Tension Bridge costs much less than those on the suspension principle—piers, &c., being entirely dispensed with.

Drawings and models may be seen, and all necessary information had, on application at the offices, White Lion-court, Cornhill; 69, Princess-street, Leicester-square; or at the works, Millwall, Poplar.

IRON BRIDGES, &c.—MR. DREDGE'S PRINCIPLE OF BRIDGES, VIADUCTS, and PIERS, is incalculably less expensive, safer from motion, and more powerful than any other system; also, it enables the broadest rivers to be crossed, for all purposes, with the greatest ease and safety. The English and Indian Governments, and many of the first authorities in the British Empire, have adopted it, and the principle is recognised by the first scientific men in most countries.

The constant destruction of bridges, so fatal to life and property, arises solely from the enormous principles upon which they are constructed.

Bath, June 24, 1845.

PATENT GALVANISED IRON COMPANY.—NOTICE.

The Attorney-General has given his fiat, and a *scire facias* has been issued to REPEAL this COMPANY'S GALVANISING PATENT (Sore's process), which was tried in February last, before Chief-Justice Tindal, in the cause of Tutton v. Holland, and was found by the jury to be invalid.—May 9, 1845.

RAILROADS.—AS THE DEMAND FOR IRON is now greatly on the INCREASE, in consequence of the various projected railroads, and as COAL will also be necessarily so, an opportunity offers itself to a few enterprising individuals, with the aid of moderate capital, to be raised in shares, to WORK a valuable BED of IRON and COAL, in the centre of a county immediately contiguous to one of the finest markets in the world for the sale thereof, under circumstances particularly advantageous.

For further information apply to James Robertson, Esq., 44, Southampton-buildings, Chancery-lane.

PILBROW'S ATMOSPHERIC RAILWAY AND CANAL PROPULSION COMPANY.—Completely Registered.

DIRECTORS.
The Right Hon. the Earl of ESSEX, Chairman.
The Right Hon. the Earl of Beesborough.
Lieutenant-Colonel Gillies.
G. B. Bolton, Esq.
Captain Britton.

Directors of Railway and Canal Companies are informed that this company is now READY TO GRANT LICENSES FOR, or SUPERINTEND the LAYING DOWN of LINES on PILBROW'S ATMOSPHERIC PRINCIPLE.

The advantages offered by this method of propulsion are cheapness, increased speed, and safety, over every other existing system, whether locomotive or atmospheric. Leakage is entirely avoided, the tube being buried. Also an immense saving, as well in the construction as in the working of lines, not requiring tunnelling, leveling, or embankment. The surface requires but little more preparation than for the common roads.

The application of this method of propulsion to Canal Navigation will be attended with incalculable advantages.

Its superiority, efficiency, and simplicity, will be demonstrated, and explanations given, at the offices of the company, 6, King William-street, London-bridge.

CHARLES COLLINS, Secretary.

RAILWAY ON WIMBLEDON COMMON.—PROSSER'S PATENT RAILWAY GUIDE-WHEELS.

A line of railway, about two miles in length, is now opening on the above common, the engine and carriages fitted with Prosser's Patent Guide-Wheels. A portion of the line is laid with iron, and the remainder with wooden rails, to show that those wheels are equally adapted for either descriptions of rails. The line contains gradients from 1 in 50 to 1 in 120, and a curve (upwards of half a mile in length), the radius of which is ten chains. Engineers and others interested in railways are invited to visit this railway, as, by the adoption of these guide-wheels, a great saving is effected in the expenses of working a line by the diminution of friction, and if the wooden rails be adopted, a saving in the cost of making railways of from £3000 to £4000 per mile.

Wimbledon Common is half a mile from the Wimbledon station of the South-Western Railway. The engine and train will run daily from Nine to Eleven A.M., half-past ten to half-past Three, and Five to Seven P.M.

An omnibus will leave the Bank every day for Wimbledon Common at Twelve and half-past Four o'clock, calling at Hatchett's Hotel, Piccadilly, half an hour after.

Every information may be had, and terms on which licenses will be granted for the use of these Guide-Wheels, on application to Mr. George Hadley, 36, New Broad-street, London, Secretary to Prosser's Patent Railway Guide-Wheel Company.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE PATENT.

The ELECTRIC TELEGRAPH has been adopted on the following LINES:—BY ORDER OF THE LORDS OF THE ADMIRALTY, on the South-Western Railway, as a GOVERNMENT TELEGRAPH from the ADMIRALTY, Whitehall, to PORTSMOUTH, above NINETY MILES.

On the same line, as a Commercial Telegraph from Nine Elms to the Port of Southampton, 77 miles—with a branch to Gosport, 15 miles.

On the London and Blackwall Railway.

Great Western Railway, from London to Slough, 18 miles—the Windsor Telegraph.

Yarmouth and Norwich Railway, a "Single Way," 30 miles.

London and Dover Railway, from Tunbridge to Maidstone, a "Single Way," 15 miles.

Part of the Oldham Branch Railway.

Part of the Leeds and Manchester Railway.

Part of the Edinburgh and Glasgow Railway.

The Dalkey (atmospheric) Branch of the Dublin and Kingstown Railway.

London and Birmingham Railway—viz., from Northampton to Peterborough—a "Single Line," 47 miles.

In addition to the above, the Telegraph is about to be laid down on several "single lines" in different parts of England, Scotland, and Ireland.

Mr. Cooke is prepared to grant licenses for the use or erection of the Telegraph for extensive districts of country, where the boundary can be accurately defined.

Mr. Cooke will also undertake to erect a Telegraph in any part of the United Kingdom for a fixed amount.

For further particulars apply to W. Fothergill Cooke, Esq., Kilbrooke, Blackheath, to Robert Wilson, Esq., solicitor, 1, Copthall-buildings, London.

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN.

J. MURDOCH (successor and late assistant to Mr. Hebert) informs PATENTERS, that at his OFFICE they can obtain REFERENCE TO A CLASSIFIED LIST OF PATENTS OBTAINED, and for any PARTICULAR object, whereby they may save much trouble and expense, and obtain information not otherwise obtainable. BRITISH and FOREIGN PATENT SPECIFICATIONS, and USEFUL and ORNAMENTAL DESIGNS REGISTERED.

SPECIFICATIONS carefully prepared, and REPORTS of INVENTIONS furnished on moderate terms.

FINISHED and WORKING DRAWINGS executed with SPEED and RECORD OF THE RAILWAY REGISTER, No. VIII, for JULY.

ENGINEERING and PUBLIC ENTERPRISE PROJECTED RAILWAYS in India, price 2s. 6d., will contain important original articles, Railways in India, with a Map—the Broad and Narrow Gauge Railway—Atmospheric Railways—the "Optimum" Gauge, an analysis of the results—Atmospheric Railways—the Worcester Committee—Railway Legislation—the Railways—Atmospheric Railways—the Hungerford Suspension Bridge—the 1st Map—the Isthmus of Panama—Meetings of Great Eastern and Western Railway, &c.—the Markets, and a Variety of Miscellaneous Companies—New Projects of the Grand projected Railways at home and abroad. Intelligence connected with establishments, Holborn, and sold by all booksellers. Published by John W.

GREAT INDIAN PENINSULAR RAILWAY COMPANY.

Capital £6,000,000, in 120,000 shares of £50 each.
Deposit £2 10s. per share.
The Registrar of Joint Stock Companies, under the 7th and 8th Vics., cap 110, is satisfied that this company is not within the operation of that statute, and, therefore, does not require to be registered.

PROVISIONAL COMMITTEE OF MANAGEMENT.
Chairman—The Hon. JOHN STUART WORTLEY, M.P.
Deputy-Chairman—W. J. HAMILTON, Esq., M.P.
Frederick Ayrton, Esq., late of the East India Company's service
Major-General Briggs, many years employed in high political and civil situations in India
Major Clayton, Bengal cavalry
Colonel Dickenson, late chief engineer, Bombay
The Right Honourable G. R. Dawson
J. G. Frith, Esq., firm of Frith, Walford, and Co., deputy-chairman of the London and North Western Railway
Captain Gladstone, late in civil employ in the Nizam's country
William Gladstone, Esq. (firm of Thomson, Bonar, and Co.)
Swynfen Jervis, Esq., director of the London and County Bank, Lombard-street
John Pease Kennard, Esq. (firm of Denison, Heywood, Kennards, and Co.)
Robert W. Kennard, Esq., deputy chairman Northern and Eastern Railway Co.
John Mallett, Esq., director of the Birmingham and Coleraine Railway
Major Moore, late military secretary, Hyderabad
Richard Patterson, Esq., chairman of the Northern and Eastern Railway Co.
Henry Pownall, Esq., chairman Middlesex magistrates
William Ambrose Shaw, Esq., many years resident in India
Major General Trevelyan, Madras establishment
Melville Wilson, Esq., director of the Alliance Assurance Office (with power to add to their number).

CONSULTING ENGINEER—Robert Stephenson, Esq.
MANAGER—John Chapman, Esq.
STANDING COUNSEL—Charles Buller, Esq., M.P.

SOLICITORS.
Messrs. White and Bortett, 35, Lincoln's Inn fields, London.
Messrs. Ayrton and Walker, Bombay.
BANKERS.
Messrs. Denison, Heywood, Kennards, and Co., London.
Messrs. Smith, Payne, and Co., London.
Messrs. Arthur, Heywoods, Sons, and Co., Liverpool.

The objects of this company have already been stated in the preliminary prospectus. The extent of India, and the value, variety, and abundance of its products, render that country a most fit scene for railway enterprise. Wherever its inhabitants are found poor in the midst of its exuberant fertility, the fact is distinctly traced to its imperfect means of internal communication, and wherever even common roads have been made the traffic has increased many fold in the course of a few years.

The proposed lines, having for their object to connect the interior of the Peninsula with Bombay in one direction, and with the best port on the eastern coast in the other, while they lay the foundation for a connection between the three seats of British Government, will for the most part traverse rich and fertile districts, and accommodate (among others) the large and important towns of Poona, Nassuck, Aurangabad, Ahmednagar, Sholapur, Nagpur, Comrawatty, and Hyderabad, affording increased facility for the export of cotton, sugar, silk, opium, gum, dyewoods, spices, &c., and for the import of salt, manufactured and other goods.

Upon the highest authority, the provisional committee are enabled to state, that the population of Hyderabad alone amounts to 800,000, and that the population of the area accommodated by the line is not less than between 9,000,000 and 10,000,000. The proposed ultimate length of this railway is 1300 miles; it will not, however, depend for success upon its completion as a whole, but is capable of being divided into successive parts, each of which will return a proportionate profit on the capital expended on it.

The great importance of the subject has been fully recognised both by the home and local governments, and from intelligence received by the last mail, it appears that it is in India a topic of increasing interest, and that the greatest desire is manifested by the native merchants and others to obtain the benefits which a railway would bestow, and plans have even been formed, and surveys made, which only require British skill and capital to carry them out.

The proceedings held at the Town Hall, in Bombay, on the 19th of April last, and reported in the local newspapers, fully show this to be the fact. Copies of this report may be obtained from the solicitors and agents.

The promoters of the present scheme have been in frequent communication with the Board of Control and the Honourable East India Company, by both of whom their proceedings, as set forth in the original prospectus, have been favourably received. The data on which the cost of constructing and working the line, amount of traffic, and the like, have been estimated, are derived from official documents (to which access has been most liberally given by the Honourable East India Company), and from information furnished by gentlemen of long residence, and who have filled high civil and military situations in the Indian peninsula.

The provisional committee, without professing to have the minute knowledge which can only be gained by actual survey and careful local inquiry, have satisfied themselves that from the existing traffic, and from the Government stores, or the local trade of the country, there is reasonable ground for expecting a profit of at least 10 per cent. per annum after allowing 50 per cent. on the receipts for the cost of working and maintenance of way.

In the preliminary prospectus, the anticipated profit was stated at 84 per cent., which was founded on a charge of 2d. per ton per mile, being the usual rate in this country for merchandise; but since the lowest cost of carriage in this part of India is 3d. per ton per mile, and often exceeds 8d. per ton per mile, the committee assume that a mean between the English rate, and the minimum existing charge in India, or 3d. per ton per mile, may be fairly adopted, by which the profit on the goods' traffic only will amount to the percentage now stated.

It is proposed immediately to make the necessary arrangements for commencing a preliminary survey, and for sending to India competent parties, who will obtain the fullest information on the subject generally.

The result will be submitted to the shareholders, with whom it will rest to decide on the future proceedings of the company.

The deposits of £2 10s. per share will be invested in approved securities, and the interest arising therefrom will be applied towards defraying the expenses of the preliminary surveys, and the disbursements of the company connected with its general management; and should the shareholders, on the preliminary survey being submitted to them, determine not further to prosecute the work, the deposits of £2 10s. per share will be returned, subject to the payment of all the necessary expenses not covered by the interest.

Applications for shares to be made, in the subjoined form, to Messrs. White and Bortett, 35, Lincoln's Inn fields, or to Mr. L. M. Simon, stock and sharebroker, 7, Warrinford-court, Throgmorton street, from whom further information may be obtained.—A portion of the shares will be reserved for India.

J. STUART WORTLEY, Chairman of the Provisional Committee.
W. J. HAMILTON, Deputy-Chairman.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Great Indian Peninsular Railway Company. Gentlemen,—Please to allot me shares, of £50 each, in the above company, and I hereby undertake to accept such shares, or any smaller number which may be allotted to me, and to pay the deposit and calls thereon, and to sign the necessary legal documents, when required.

I am, gentlemen, your obedient servant,
Name
Profession or trade
Residence
Reference

Date

DERBYSHIRE, STAFFORDSHIRE, AND WORCESTER-SHIRE JUNCTION RAILWAY. (Provisionally Registered.)

Capital £600,000, in 12,000 shares of £50 each.—Deposit £2 15s. per share.
The line of railway proposed between Uttoxeter and Dudley has been undertaken at the suggestion of several influential parties, as combining—without being a competing line with any railway at present made—all the advantages of several projected lines, with additional facilities. The town of Uttoxeter in the Dove Valley is the centre of a rich agricultural district, supplying already the markets of Dudley, Tipton, Walsall, Bilston, and Wednesbury, with cheese, cattle, and agricultural produce, but by a very expensive and dilatory mode of transit. All the proposed lines communicating with Manchester, London, and the Potteries, must necessarily pass to or near Uttoxeter. Already the Churnet Valley, Tean and Dove Valley, North Staffordshire, Manchester Direct Independent, Leicester and Ashby lines of railway project a station at Uttoxeter. Assuming either of these former, or some equivalent, to pass, this will be the best route from Manchester, Macclesfield, the Potteries, and the north, to Worcester and South Wales. By the Leicester and Ashby line, which will communicate by its branch to Uttoxeter, traffic of great part of the east of England will be available for Staffordshire and the west. Commencing at Uttoxeter, the line will be carried over favourable ground to Abbot's Bromley, thence down the Blythe Valley to Hamstead Redware, where it will cross the proposed Leicester and Ashby line, thence to Lichfield; crossing the Trent Valley Railway, it will pass close to Lichfield, through that portion of Cannock Chase, where the Birmingham Canal passes the Brown Hills, thence by Walsall to Besold, ridge on the Walsall station of the Grand Junction Railway. From this point it will pass through Wednesbury and the mineral districts of South Staffordshire to Dudley; there it will join all those railways that will connect the Staffordshire coal-field with Worcester, Ludlow, and Portynylan on the south-west, Aberystwyth, Merthyr Tydfil, Swansea, Hereford, on the west and south. In fact, it will unite by the nearest route the east and west of England.

The population on the line exceeds 200,000, and the ordinary traffic arising from internal sources alone sufficient to maintain the railway, and afford more than ample remuneration to the shareholders.

As a junction line—with the present immensely increasing public favour to railway travelling—it is scarcely possible to compute the amount of passenger traffic, and it must necessarily be very great.

It would be deemed advisable to extend the line to Ashbourne, the lead, iron, and coal of Derbyshire, the products of the paint manufactures and byries that Ashbourne, Cromford, &c., would find a ready transit to Walsall and Birmingham. The increasing population attracted by ready means of conveyance to the productive country of Dorsetdale and the High Peak, would be, necessarily, very the main Uttoxeter Canal would be brought the copper ore, lime, and coal, Swansea, the Caidon and the Ribden Mines, and be transmitted by this line to be published in districts of Staffordshire, Warwickshire, and Wales, down to Application for shares to be made, in the subjoined form, to William Arnold, Esq., 54, Moorgate-street, London.

To the Provisional Committee of the Derbyshire, Staffordshire, and Worcester-shire Junction Railway. Gentlemen,—I request that you will allot me shares, of £50 each, in the above railway, and I undertake to accept such shares, or any smaller number as you may approve, and to pay, when required, the deposit and calls thereon, and to sign the necessary legal documents, when required.

I am, gentlemen, your obedient servant,
Name
Profession or trade
Residence
Reference

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NEW ROSS, CARLOW, AND KILKENNY JUNCTION RAILWAYS.

Capital £300,000, in 30,000 shares, of £10 each.—(Provisionally Registered.)
Deposit £1 2s. per share.
OFFICES, No. 12, HAYMARKET.

COMMITTEE OF MANAGEMENT.
H. Pratt Barlow, Esq. Kensington-square
Charles R. Biege, Esq. 19, Bryanston-square
Lancelot A. Burton, Esq. Woodlands, Emsworth, Hants, and Conservative Club, London.
James Doyle, Esq. Temple
George Forbes, Esq. Cleveland-row
The Rev. H. R. Fowler, 7, Manchester square
Simeon Hardy, Esq. director of the Great Southern and Western (Dublin and Cashel) Railway Company
Richard Kelly, Esq. 6, Cleveland-row
Joseph Moore, Esq. M.D., 10, Saville-row
Thomas Moore, Esq. director of the Great Southern and Western (Dublin and Cashel) Railway Company
Antonio Pereira, Esq. 11, Park crescent, Portland-place
J. E. Redmond, Esq. director of the Great Leinster and Munster (Carlow and Kilkenny) Railway Company
William A. Shaw, Esq. director of the Shrewsbury and Trent Valley Union Railway Company
Engineer—Sir John Macneil, C.E., F.R.S., M.R.I.A.

BANKERS.
London—The Commercial Bank of London
Dublin—The National Bank of Ireland and its branches
Liverpool—The Bank of Liverpool
Manchester—The Manchester and Salford Bank
Edinburgh—The Edinburgh and Glasgow Bank
Glasgow—The Edinburgh and Glasgow Bank
Leeds—Beckett and Co.'s Bank
Bristol—Miles, Harford, and Co.

SOLICITORS.
London—Messrs. Amory, Sewell, and Moores, Throgmorton street.
Dublin—Messrs. Barrington and Co., Ely-place
Parliamentary Agent—C. F. Waddy, Esq., 103, Jermyn street, St. James's.
Secretary—Mr. George Brown.

The promoters of the New Ross, Carlow, and Kilkenny Junction Railways, with reference to their advertisement of the 31st ult., have now the satisfaction of informing their supporters that they have added to their committee of management two of the directors of the Great Southern and Western (Dublin and Cashel) Railway Company, and one of the directors of the Great Leinster and Munster (Carlow and Kilkenny) Railway Company, by which union the success of this undertaking is secured.—The allotment of shares will now be immediately proceeded with, and amended prospectuses will be delivered on application at the offices of the company

PROVISIONALLY REGISTERED.
BIRKENHEAD AND HOLYHEAD JUNCTION, AND MOLD EXTENSION RAILWAY, WITH ITS BRANCHES.

Capital £500,000, in 25,000 shares, of £20 each.—Deposit £1 12s. 6d. per share.
PROVISIONAL COMMITTEE.

Charles D. Archibald, Esq. F.R.S., F.S.A., &c. York-terrace, Regent's-park, and Walney, Ulverston, a director of the Great North and South of France, Tean and Dove Valley, and Furness and Windermere Railways, a deputy-lieutenant at Lancaster.
James Thomas Bourne, Esq. Liverpool
William Byron, Esq. Oldham
William Thomas Cox, Esq. Spenden, Derbyshire, a director of the Derby and Crewe, Tean and Dove Valley, and Eastern and Western Junction Railways
Samuel Walker Cox, Esq. Bransdale Lodge, Derbyshire, a director of the Tean and Dove Valley, and Eastern and Western Junction Railways
Richard Congreve, Esq. Burton Hall, Cheshire
J. Campbell Dickier, Esq. New Hall, Cheshire
Thomas A. Dale, Esq. Hamilton-square, Birkenhead
Sir Richard Dobson, F.R.S. 47, Gloucester-place, Portman-square
James Duncan, Esq. Liverpool
J. Formby, Esq. Formby Hall, Lancashire, and Newhouse, Holyhead, Cheshire
John F. nch, jun. Esq. and Edward Finch, Esq., of the firm of Messrs. John Finch and Sons, iron-merchants, Liverpool
Joseph Gillham, Esq. Hargreaves House, Oldham
Thomas Jevons, Esq. Liverpool
Venall, and Forchgoch Collieries, a director of the Great Eastern and Western Railway
John Lillie, Esq. Derby House, Manchester
Sir Duncan MacDougall, 94, Eaton-square, London
Sir William Magnay, Bart. alderman, and late Lord Mayor of London, a director of the Great North and South of France Railway
William Newton, Esq. Liverpool, Heswell, Cheshire
John Ormiston, Esq. Flint
Samuel Perrott, Esq. Liverpool
Jephtha Pacey, Esq. Polygon, Cheetham Hill, Manchester
James Bailie Pender, Esq. Edinburgh, a director of the Edinburgh and Peebles Railway
Cornelius Randall, Esq. Manchester, a director of the Sheffield and Manchester and Huddersfield and Manchester Railways
Frederick Ramsden, Esq. Seymour House, Old Trafford
William Sharp, Esq. Linden Hall, Lancashire, a director of the North Western Railway
George Tel, Esq. Albert-road, Regent's-park, London
John Tomkinson, Esq. Liverpool
Edward D. de Vitre, Esq. Lancaster, a director of the North Western Railway
Sir William Young, Esq. 7, Westbourne-street, Hyde-park-gardens, London, a director of the Honourable East India Company (with power to add to their number).

ENGINEERS—Messrs. Gandell and Brunton, Birkenhead.
SOLICITORS.
Messrs. Rowley and Taylor, Manchester
W. Sharp, Esq. 2, Verulam-buildings, Gray's-inn, London
J. S. Porter, Esq. Birkenhead

BANKERS.
Union Bank of Manchester
Union Bank of Liverpool
North and South Wales Bank, Birkenhead
Messrs. Cunliffe, Brooks, and Co. London

This line of railway commences at the docks, forming at Birkenhead, and proceeding from thence by or near to Bidston, Moreton, Holyhead, West Kirby, Thurston, Heswell to Parkgate, it strikes across the River Dee to Flint, where it forms a junction with the Chester and Holyhead Railway, from whence it is carried to Mold along the valley of the Conwy Brook.

From the main line it is proposed to form two branches, one diverging therefrom at Wallasey to New Brighton, another from some convenient point at or near Parkgate or Neston, to connect itself with the Birkenhead, and Chester Junction Railway, at or near Little Sutton.

Upon the importance of providing a direct railway communication between the manufacturing districts of Lancashire, the large commercial town of Liverpool, and the town of Birkenhead, rapidly rising to eminence, and the rich mineral district of North Wales, and the port of Holyhead, little need be said to recommend to the public a line of railway having for its object these great advantages. This line of railway has therefore been projected not only with the view of supplying the cheapest, most direct, and best means of communication between the ports of Holyhead, Birkenhead, and Liverpool, but also for the purpose of affording a ready means of transit and shipment for the produce of the great coal-fields, and rich mineral districts of North Wales, now entirely devoid of railway communication.

By means of this line of railway, a considerable reduction of distance, to the extent of eleven miles over all existing and projected lines, and a consequent saving of time and expense in the carriage of goods, and a consequent saving to the manufacturers and merchants of Lancashire, and the consequent saving to the public a line of railway having for its object these great advantages. This line of railway has therefore been projected not only with the view of supplying the cheapest, most direct, and best means of communication between the ports of Holyhead, Birkenhead, and Liverpool, but also for the purpose of affording a ready means of transit and shipment for the produce of the great coal-fields, and rich mineral districts of North Wales, now entirely devoid of railway communication.

To the towns of Mold, Flint, Bagillt, Holywell, and the districts surrounding them, this undertaking must ensure many innumerable advantages by opening to their rich mineral production, a ready and cheap access to the important markets of Liverpool, Birkenhead, and Manchester; and, on the other hand, great benefit will accrue to these markets by the conveyance thither of iron, copper, lead, zinc, slate, coal, and lime, at a very moderate cost. Should this line of railway be formed, the promoters feel confident that the articles of coal and lime alone, of which the consumption is very great, would yield a very large and profitable return on the capital to be invested; coal could be delivered at Birkenhead, or shipped in the Mersey at 20s. per ton at Birkenhead, and in now sold at and lime which is now selling at 10s. per ton at Birkenhead, after paying an ample return for its conveyance, could be delivered at 13s. per ton.

With respect to the passenger traffic likely to come upon this line of railway, it is sufficient to state, that it will form a portion of the high road for travellers between Liverpool, Lancashire, and Ireland; and in addition thereto a considerable accession of traffic may fairly be reckoned upon from persons visiting the delightful and picturesque Vale of Clwyd and the grand and mountainous scenery of North Wales; as also by rendering to the inhabitants of Liverpool, Manchester, and the manufacturing districts of Lancashire, an easy access to those much favoured and delightful watering-places—Parkgate, Holyhead, Rhyl, &c.

The branch line from Parkgate or Neston to join the Birkenhead, Manchester, and Chester Junction Railway, at or near Little Sutton, also forms a most important feature in the undertaking, as by that means a direct communication will be opened between Manchester and the manufacturing districts of Lancashire, North Wales, and Holyhead.

Off Hillsborough the line is deep and easy of access. The late Mr. Telford, in a survey that he made of the River Dee, gave it as his opinion that it was the place most eligible for a harbour. Should it be deemed desirable hereafter to construct a dock and harbour of refuge at this place, a branch line may be formed, which would connect it at once with Birkenhead and Liverpool.

By following the coast line from Birkenhead to Parkgate but a small outlay will be required for the formation of the railway, and indeed the engineering works from whole line are very slight, with the exception of the crossing of the River Dee, from Parkgate to Flint, and this part of the undertaking requires a more detailed notice.

It is proposed to cross the Dee from Parkgate to Flint, where the river forms itself into a narrow channel, at or near the last-mentioned place; the rest of the distance between the Welsh and Cheshire coast being a large sandbank, seldom wholly covered by the sea, even at high water, and at low water passable by persons on foot. This crossing will be effected without difficulty, either by means of an embankment or by a viaduct upon piles, which ever mode may be considered the more advantageous to the company, but should arrangements be made with parties having existing interests in the land to be reclaimed, the former mode will be adopted. It is contemplated to extend the present new channel formed by the River Dee Company from Connaught's Quay to Flint, to form at Flint a tidal basin, capacious locks, and weirs, and to carry the railway across these locks by means of swing bridges, and thus, at a very trifling cost, upwards of 9000 acres of land will be reclaimed, and a continuous and uniform depth of water and means of constant communication will be kept up between Chester and Flint for vessels of a large burden.—The line of railway will not interfere with any park like or other ornamental grounds.

No detailed estimates of traffic have yet been taken; but the promoters are in possession of sufficient statistics to say that, looking at the various sources of traffic as above detailed, which must necessarily flow upon this line, they may with confidence anticipate that a return of at least 8 per cent. may be fairly expected on the outlay.

It may be well to state, that, in estimating the cost of this railway, no deduction has been made on account of the great value of the land to be reclaimed from the Dee, and that must necessarily be a matter for after arrangement.

Meaning to be taken to obtain an Act of Parliament in the next session, with the usual clause for restricting the liability of each shareholder, and it is proposed to allow interest on the paid-up capital.

Applications for shares to be made in the subjoined form to the solicitors for the company, and to Mr. W. G. Seed, sharebroker, Spring-gardens, Manchester, and Messrs. Fletcher and Sharp, sharebrokers, 14, Exchange buildings, and Mr. G. A. Brown, sharebroker, Druid-court, Dale-street, Liverpool.

FORM OF APPLICATION.

Gentlemen,—I request that you will allot me shares, of £20 each, in the above undertaking, and I hereby agree to accept such shares, or any less number which may be allotted to me, and to pay the deposit thereon, and also to execute the Parliamentary contract and subscribers' agreement when required to do so.

I am, gentlemen, your's, &c.,
Name in full
Profession or trade
Residence
Reference

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HARVEY AND WEST'S PATENT VALVES, APPLICABLE TO PUMPS OF EVERY DESCRIPTION.

The superiority of these valves, as economical in respect both of trouble and expense, has been proved by the experience of their GENERAL USE for more than SEVEN YEARS.

The patentees refer to nearly all the water-works engineers in the kingdom, by whom satisfactory testimonials have been freely given.

The principle adopted is that of "OBTAINING THE GREATEST WATER PASSAGE BY THE LEAST POSSIBLE PRESSURE AREA," thereby avoiding the great concussion occasioned by the closing of ordinary valves, and the loss caused by letting in air under them.

Until the invention of these valves (first used at the East London Water-Works), the most economical mode of raising water—viz., by the plunger-pump, and the principle of expansive steam, as practised in Cornwall, was impracticable for water-works purposes.

Sketch A shows the manner in which the valves have been applied to air-pumps of steam-engines. Sketch B, the manner of their application to pumps for lifting water.

The Valves are shown open in both Sketches.

Address Messrs. HARVEY AND WEST,
HAYLE FOUNDRY, CORNWALL.

PRINCIPAL MANUFACTURERS
Messrs. HARVEY AND CO.,
HAYLE FOUNDRY, CORNWALL.

SIR W. BURNETT'S PATENT—THE CHEAPEST AND BEST PROCESS FOR THE PRESERVATION OF TIMBER, CANVAS, CORDAGE, COTTON, WOOLLEN, &c.—LICENSES GRANTED TO NOBLES AND GENTLEMEN to use the preparation; and to others, for the purposes of trade, on advantageous terms.

HYDRAULIC APPARATUS AND TANKS,
for the expeditious preparation of the above materials, at the principal station, MILLWALL,
POPLAR, nearly opposite Greenwich.

Numerous SPECIMENS and TESTIMONIALS may be seen, and every information obtained, at the office, 53, King William Street, London-bridge.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

SMART'S ELLIPTICAL CONVEX METALLIC FLOATS,
FOR PROPELLING STEAM-SHIPS.—The very great superiority of this invention over the common float, in all points, having been fully proved by the application to various steamers of from 90 to upwards of 200-horse power—the patentee is enabled, with the greatest confidence, to recommend it to the Government and the public generally, and will immediately attend to all applications for license at his residence, No. 5, Grenville-place, Hotchells, Bristol.—June 19, 1845.

Personal attendance to the fitting (if required), on travelling expenses being paid.

PATENT IMPROVEMENTS IN CHRONOMETERS.

WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street watch and clock maker, by APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6s. each; in gold cases, from 25s. to £10 each. Gold horizontal watches, with gold dials, from 8s. to 12s. each.

DENT'S PATENT DIPLIODESCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use is, each, but to customers gratis.

ALFRED LIFE ASSURANCE AND ANNUITY ASSOCIATION, 7, LOTHBURY, LONDON.

TRUSTEES. Sir David Scott, Bart. John Pemberton Heywood, Esq.
Charles Heaton Ellis, Esq. George Frederick Dickson, Esq.

DIRECTORS. G. Ives Raymond Barker, Esq. William James Lancaster, Esq.
Samuel Boanquet, Esq. William James Maxwell, Esq.
George Frederick Dickson, Esq. Sir David Scott, Bart.
Charles Heaton Ellis, Esq. Ernest A. Stephenson, Esq.
John Fishwick, Esq. Lieut.-Colonel Tulloch.
Joseph Jellicoe, Esq. The Hon. Eliot T. Yorke, M.P.

The attention of assurers and professional men is particularly called to the under-mentioned advantages, alone offered by this association:—

Persons assuring the lives of others, by the payment of a small extra premium, relieved from the risk of the party visiting the policy by going abroad.

The assured permitted to reside in most parts of Europe and in the British Colonies, in Australia, Cape of Good Hope, and North America, without extra charge.

The assured allowed to go to other parts of the world without extra charge, upon a previous understanding being entered into that in lieu thereof, in the event of death in certain countries, a fixed deduction be made from the policies.

J. W. HAMPTON, Secretary.

GREAT BRITAIN MUTUAL LIFE ASSURANCE, 14, WATERLOO-PLACE, PAUL-MALL, LONDON.

THE CHIEF, Chairman.
WILLIAM MORLEY, Esq., Deputy-Chairman.

GREAT ADVANTAGES OFFERED TO POLICY HOLDERS BY THIS INSTITUTION.

A large and immediate accession of assurances by the transfer of the policies of the "Achilles British and Foreign Life Assurance Association."

The whole of the PROFITS DIVIDED annually among the MEMBERS, after payment of five annual premiums.

An ample guaranteed capital, in addition to the fund continually accumulating from premiums, fully sufficient to afford complete security.

CREDIT given to MEMBERS for half the amount of the first five annual premiums without security.

CREDIT allowed to MEMBERS for the whole of the first five annual premiums, on satisfactory security being given for their payment.

Transfers of policies effected and registered (without charge) at the office.

Claims on policies not subject to be litigated or disputed, except with the sanction, in each case, of a general meeting of the members.

An extremely low rate of premium, without participation in the profits, but with the option, at any time within five years, of paying the difference between the reduced rates and the mutual assurance rates, and thus becoming members of the society, and entitled to a full participation in the profits.

Extract from the Reduced Scale of Rates, for an assurance of £100.

Age.	One Year.	Seven Years.	Whole Life.
30	£1 0 0	£1 0 0	£13 11
35	1 2 0	1 3 0	14 1
40	1 5 0	1 7 0	16 4
45	1 15 0	2 1 0	18 11
50	3 3 0	3 17 0	26 8

Full particulars are detailed in the prospectus.

A. R. IRVINE, Managing Director.

VICTORIA LIFE ASSURANCE COMPANY, No. 18, KING WILLIAM-STREET, CITY.

DIRECTORS. Sir JAMES DUKE, Alderman, M.P., Chairman.
BENJ. HAWES, Esq., Deputy-Chairman.

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The ATTENTION OF ASSURERS is particularly directed to the detailed prospectus of this company. Assurances can be effected on a *profit* or *non-profit* scale, and for short periods at a very moderate rate. When on the life of another, the policy may be rendered secure, notwithstanding the life assured may go out of the limits of Europe without the necessary permission of the directors having been previously obtained—this plan makes a policy an absolute security.

Credits of half the premiums for the first five years allowed on policies effected for the whole term of life.

Premiums may be paid annually, half-yearly, or quarterly.

Advances are made to assurers on real or undoubted personal security, for terms of years, repayable by instalments.

WILLIAM RATTRAY, Actuary and Secretary.

Just published, a new and important Edition, price 2s. 6d.; free by post, 3s. 6d.

THE SILENT FRIEND: a medical work, on Human Frailty,
Nervous Debility, constitutional weakness, excessive indulgence, &c.; with Observations on Marriage, &c. By R. and L. PERRY and Co., Surgeons, London. Published by the authors, and sold at their residence; also by Strange, 21, Paternoster-row; Tinsley and Co., 63, Oxford-street; Noble, 109, Chancery-lane; Gordon, 146, Leadenhall-street; Purkiss, Compton-street, Soho, London.

The CORDIAL BALM OF SYRIACUM is a stimulant and renovator in all spasmodic complaints. Nervous debility, indigestion, asthma, and consumption, are gradually and imperceptibly removed by its use, and the whole system restored to a healthy state of organisation. Sold in bottles, price 11s. and 33s.

THE CONCENTRATED DETENSIVE ESSENCE.—An anti-syphilitic remedy for scouring out and purifying the blood from venereal contamination, scurvy, blotches on the face, and body, ulcers, and those painful affections arising from improper treatment, or the effects of mercury, removing secondary symptoms, and all eruptions of the skin. Price 11s. and 33s. per bottle; also 2s. cases.

PERRY'S PURIFYING SPECIFIC PILLS have long been used as the most certain remedy for scorbutic complaints of every description, eruptions of the skin, pimples on the face, and other disagreeable affections, the result of an impure state of the blood. These pills are perfectly free from mercury, calomel, and other deleterious drugs, and may be taken with safety without interference with or loss of time from business, and can be relied upon in every instance. Sold in boxes, at 2s. 9d., 4s. 6d., and 11s. each, by all medicine vendors—of whom may be had the *Silent Friend*.

Messrs. Perry and Co. may be consulted at their residence, 19, Berners-street, Oxford-street, daily, from eleven till two and five till eight. On Sundays from ten till twelve.

THE RAILWAY, STEAM-VESSEL, AND GENERAL CASUALTIES ASSURANCE COMPANY.

PROVISIONALLY REGISTERED.
TO BE EMPOWERED BY ACT OF PARLIAMENT.
Capital £500,000, to be raised in 50,000 shares, of £20 each.—Deposit £1.

JOHN MASTERMAN, Jun., Esq. | **JOHN PARKINSON, Esq., F.R.S.**
PROVISIONAL DIRECTORS.

F. Carleton, Esq., director of the Oriental and Peninsular Steam Navigation Co.
Sir James Carmichael, Bart.
Major Morse Cooper

Robt. Johnstone Douglas, Esq., director of the Caledonian and Extension Railways
William Henry Jackson, Esq.
W. John Macquarie, Esq.

William Law Ogilby, Esq.
Henry Hensley Parish, Esq., resident director
John Parkinson, Esq., F.R.S., director of the South Midland Railway, and Irish Great Western Railway

Henry William Schneider, Esq., director of the Great Northern of France Railway
Matthew Richard Scott, Esq.
Thomas Stevenson, Esq., F.S.A. director of the Irish Great Western Railway

(With power to add to their number.)
BANKERS. Messrs. Masterman, Peters, and Co.
STANDING COUNSEL.—Richard Godson, Esq., Q.C., M.P.; J. L. Clarke, Esq.
SECRETARY.—James Trower Bullock, Esq.
CONSULTING ACTUARY.—J. W. Hampton, Esq.

SOLICITOR.—George Becke, Esq., 21, Lincoln's Inn-fields.

The immense and increasing importance which travelling by railway and steam has assumed in every country in Europe, but more especially in the United Kingdom, has suggested the idea that an assurance company, formed for the special purpose of securing a provision in case of death or bodily injury from the above contingencies, would be attended with public benefits of great value.

It appears from statistical tables, based upon Parliamentary Reports, and the most careful calculation, that, at a very small rate per cent. to be charged on persons employed on lines, and for a small annual payment per cent. by the general traveller, a large sum can be given to survivors in case of death being the result of accident, or a certain adequate weekly payment secured for a given period to persons injured.

At the commencement of the present year there were upwards of sixty-six railways actually completed and in operation in the United Kingdom; during this session about 240 companies have applied for the sanction of the legislature to make lines connecting the most important and populous towns; and it is probable that, in the course of a very few years, the British Isles will be completely intersected by railways. It is not, therefore, extravagant to suppose, that, in the course of a very short time, at least 250 lines will be in actual operation. Upon the existing sixty-six lines, 24,000,000 journeys are undertaken annually by the same or various persons; which, at the same rate, would give 96,000,000 journeys upon the 250 lines.

The population of the United Kingdom is stated to be above 27,000,000, and it may be presumed that, when the railway principle is in full operation, one-fourth, or about 7,000,000, of persons will travel during the year. Upon this number again, it may fairly be estimated that 5 per cent. will assure for the whole term of life; and that many others would assure for the single journey, month, &c.

The greatest advantage would, however, result from insurance against loss of life, or bodily injury, by or on behalf of the multitudes of persons employed upon the several railways. On some of the more important lines these persons amount to as many as 1000. To take the average, therefore, at 250 for the whole line, clearly within the truth; and even this would give a total number of 250,000 employed upon railways.

On the above principle the association would not only hold out great moral and material benefit to the public, but afford a highly remunerative return to the shareholders, the present railway traffic alone producing on the basis above given, an annual income of 57,169s., which, after ample provision being made to meet casualties and expenses of management, would leave a margin for a dividend of at least 10 per cent. per annum on the paid-up capital. It is obvious, that the application of all the foregoing principles to steam navigation will be equally advantageous, and that it presents almost as wide a range for successful and beneficial operation.

Interest, at the rate of 4 per cent. per annum, will be allowed on all deposits; and no further call than the original one of £1 will be made during the year 1845.

Applications for shares must be made to the solicitor, 21, Lincoln's Inn-fields, or the provisional directors, at the temporary offices of the company, 4, Gresham-street (late Cateaton-street), where prospectuses and further information may be obtained.

FORM OF APPLICATION FOR SHARES.
To the Provisional Directors of the Railway, Steam Vessel, and General Casualties Assurance Company.

GENTLEMEN,—I wish to become a subscriber for shares in this undertaking, at £20 per share, the deposit upon which, or on any less number of shares that may be allotted to me, I agree to pay, and I also undertake to sign the necessary deeds when required so to do.

I am, gentlemen, your obedient servant.
Name
Address
Profession or calling
Date
Reference

PATENT FUEL COMPANY.—To be Incorporated by Act of Parliament.—Provisionally Registered, pursuant to the Act 7 and 8 Vic., c. 110. Capital £200,000, in 10,000 shares, of £20 each.—Deposit £2 per share. Payable after complete registration.

DIRECTORS. Sir GEORGE RICH, Chairman.
George Breckinbank, Esq. Thomas Lawrence, Esq.
George Augustus Brown, Esq. George Smith, Esq.
Coles Child, Esq. James Wall, Esq.
William Dallas, Esq. E. J. Van Zeller, Esq.

BANKERS. Messrs. Spooner, Attwoods, and Co., Messrs. Cockburn and Co.
SOLICITOR.—Edmund John Scott, Esq.

MANAGER OF THE MANUFACTURING DEPARTMENT.—F. C. Warlich, Esq.
SECRETARY.—William Nicholas de Mattos, Esq.

The directors give notice, that they are proceeding to ALLOT the SHARES to the applicants in this company, and that as soon as the Deed of Constitution, which is now prepared, shall be approved of by the registrar, and the registration be completed under the Act of Parliament, Notice of the allotment will be immediately given.

15, St. Mary Axe. W. N. DE MATTOS, Secretary.

PATENT FUEL COMPANY.—Notice is hereby given, that the OFFICES of this COMPANY are REMOVED to 15, ST. MARY AXE.

W. N. DE MATTOS, Secretary.

PATENT CONCENTRATED TEA COMPANY.

REGISTERED PROVISIONALLY.
Capital £150,000, in 15,000 shares, of £10 each.—Deposit £1 per share.

PROVISIONAL COMMITTEE.
Charles Bleden, Esq. Adelaide-place, London-bridge
Abraham Bennett, Esq. Mervyn Hall, Finsbury
Charles Collins, Esq. Caldwell Hall, Worcester-shire
William Crowther, Esq. The Hoe, Worcester-shire
Thomas Edwards, Esq. Camberwell, Surrey
R. C. Polhill, Esq. Walbrook-buildings, and Brompton, Middlesex

(With power to add to their number.)
W. E. Stalte, Esq. Manager of the Manufacturing Department.
BANKERS.—The Commercial Bank of London.
SECRETARIES.—Messrs. Austin and Hobson, Gray's Inn.
AUDITOR.—Richard Thomas Esq., George-yard, Lombard-street.

OFFICES OF THE COMPANY, 2, MOORGATE-STREET, CITY.
This company is established for the manufacture and sale of the concentrated essences of tea and coffee, under State's patent, by license from the patentee.

The advantages peculiar to the process for which this patent has been granted are very numerous; but among the most prominent is this, that while the properties of the material are completely extracted, its available quantity is augmented and its virtues improved. The distinctive qualities of the essence obtained are, the retention of the identical flavour and fragrance of the particular tea or coffee used, and a degree of strength secured before unknown.

The method employed in preparing and putting up these essences secures them against injury from the lapse of time and change of climate—affords the greatest possible facility for portability and immediate use, and so reduces the price to the consumer, that economy is thereby secured.

One teaspoonful of the essence, in a cup of boiling-water, will be sufficient for the instantaneous production of a cup of tea or coffee of the finest quality.

The following certificate from Dr. Ure is, with satisfaction, subjoined:—
"I hereby certify, that Stalte's Patent Essence of Tea is a pure and wholesome beverage; and that it is extracted by a peculiar process, which, while it excludes, in a great measure, the bitter and astringent matter always present in the tea-plant, preserves and refines all the exhilarating and aromatic principles of the Chinese herb. Being put up in Mr. Rand's Collapsible Tubes, of pure tin, it will keep unchanged for any length of time."

(Signed) "ANDREW URE, M.D., F.R.S.,
"Analytical Chemist to the Board of Customs, &c."

The committee have also thought it right to have the samples of the essences submitted to high and unbiassed authorities in the tea trade. The following testimonial, from a well-known and eminent judge, is the result:—

"W. J. Brand having tested the samples of the Concentrated Essence of Tea, manufactured under State's Patent, pronounces them clean, full, and perfect."

"By whatever process the extract is obtained, the aroma is finely preserved, and without the crude or fibrous property which ordinary methods of maceration or evaporation would exhibit; the distinctive flavours of Pekoe, Souchong, Congou, &c., are completely preserved, so that even critical judges of the article would not be able to tell any number of cups of the diluted essence apart from others infused after the common method. This result may be regarded as the acme of the invention, and its greatest protection and recommendation."

"The essences, extracted after the above patent, are rich and aromatic in flavour, and brilliant in colour; perfectly pellucid, without the slightest sediment—while the distinguishing properties of the Mocha, the Mountain Berry, and other known peculiarities, are so naturally developed as not to be mistaken."

"Commercial Sale Rooms, Mining-lane, London, May 17, 1845."

Prospectuses, with full particulars, and forms of application for shares (a portion of which are reserved for the trade), may be obtained of the secretary, at the offices of the company, 2, Moorgate-street, City, where samples may be seen and tasted, and where may be had a pamphlet, *On Tea and Coffee*, price 1s., by post 1s. 6d.

PATENT CONCENTRATED TEA COMPANY.—Notice is hereby given, that NO FURTHER APPLICATION FOR SHARES in the above company can be received after TUESDAY, the 8th of July, after which day the allotment will be immediately proceeded with.

By order,
W. H. BELLAMY, Secretary.

NOTICE TO INVENTORS.—OFFICE FOR PATENTS OF INVENTIONS AND REGISTRATIONS OF DESIGNS, 14, LINCOLN'S INN-FIELDS.—The printed INSTRUCTIONS gratis, and every information upon the subject of PROTECTION FOR INVENTIONS, either by Letters Patent or the Designs Act, may be had by applying personally, or by letter, pre-paid, to Mr. Alexander Prince, at the office, 14, Lincoln's Inn-fields.

ANDALUSIAN MINING ASSOCIATION.

Capital £200,000, in 20,000 shares of £10 each (real 1000).
Deposit £1 10s. per share (real 250).
BOARD OF DIRECTORS.

Samuel Brown, Esq. Clapham.
W. Alleyne Culpeper, Esq. Royal Crescent, Clifton.
William Tulloh Fraser, Esq. 5, Manchester-square.
Lieut.-Colonel G. D. Hall, Royal Staff Corps.
Major Lewis A. Hall, R.E. Brompton.
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Lieut.-Colonel G. F. Head, Bath.
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Henry H. Parish, Esq. Chesham-street, Belgrave-square.
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S. Walcott, Esq. York-street, Portman-square.

(With power to add to their number.)
BANKERS.
London: Messrs. Masterman, Peters, and Co.—Seville: Messrs. Cahill, White, and Deek.
Chief Superintendent in Spain.—Mr. Frederick Burr.

Secretary and Solicitor.—John T. Wright, 15, London-street.

This Association possesses nine copper and four lead mines in the province of Andalusia, all so situated as to be capable of being worked under the superintendence of one chief manager. With one exception, these mines are held under the Spanish Crown for such period as the association may choose to work them, according to the mining laws of Spain, by which the rights of foreigners are especially protected, whatever political changes may affect the Government. The property can be sold or transferred as if owned by natives, and in case of war even is exempt from confiscation. The royal dues are far more moderate than those generally rendered in this country, being one-twentieth.

In the reports of Mr. Frederick Burr, an experienced mining engineer and mineralogist, sent out by the association, it is stated, in reference to some of the mines that had been examined sufficiently, to permit an opinion to be formed of their character and value, that they are remarkable for the great size of the lodes, the distance and distinctness with which they can be traced on the surface, and the mineral indications they present immediately below it, and that should they make ore at a greater depth in proportion to their size, and in accordance with what is seen, both in other countries and in other parts of Spain, which there is no reason to doubt, enormous masses of mineral of rich quality may be expected to be discovered. As regards one of the copper mines, indeed, it is remarked that when properly worked, there is no reason to doubt that it will be one of the richest in Europe; and, as to another, it is added, in the last report, received under date of the 29th of May last, that the prospects are extraordinary. At the entrance of a cross-cut, they have met with an immense gossan lode, or junction of gossan lodes, measuring twenty-seven feet between the walls, at the end of the cross-cut another gossan lode eight feet wide, and, on driving further, a third gossan lode, the size of which had not been ascertained at the date of the report.

A considerable sum has been already expended in the preliminary trials of the mines, and the result, according to the reports of Mr. Burr, has been so favourable, that the association has resolved on increasing their capital in order to work the mines on the extensive scale which the value and importance of the property deserve, and on fixing the amount of the shares at such a rate as to render them available to the public not only in England, but in those numerous countries where there have been made on the subject.

From the geological formation of the country, which allows the works to be carried on by means of drifts, or adits, without the necessity of expensive machinery, and from the cheapness of native labour, it is expected that the amount of the deposits on the shares will be sufficient to develop the resources of the mines. Whether any further capital will be required must depend upon the magnitude of the works brought to a productive operation.

It is intended to ship for smelting in England the copper ores that may be extracted from the company's possessions, and to smelt on the spot lead ores only. For this latter purpose the association has erected smelting and refining works, in the town of Guadalquivir, a few miles below Seville, accessible to vessels of 200 tons burden, thus affording a mode of conveyance of the least expensive kind both for ores and fuel.

These works are now ready to commence operations, and they are so constructed as to be capable of enlargement at a trifling cost, whenever the increasing business shall require a greater accommodation.

It has been ascertained that an abundant supply of argentiferous lead ores for smelting and refining can be obtained from neighbouring mines, independent of the produce of the company's mines.

The association has sent out an experienced assayer, smelter, and refiner, to conduct those branches of the operations with which he is conversant, and several assays have been made of samples of ore from some of the mines of the company, and of others offered for sale from the neighbouring properties. Although the majority of the samples are taken almost from the surface where, as regards copper, the ores are poorest, the following results show the great richness of the mineral products of this district.

Per centage of copper.
Samples from the com- 223 copper 35 oz.
pany's mines. 12 ditto 37 oz.
37 copper 19 oz.
Samples from the neigh- 32 ditto nil.
bouring mines. 16 ditto nil.
12 ditto 12 oz.

When it is borne in mind that these are only surface samples, and that the produce of the copper ores raised in Cornwall does not, on the average, exceed 8 per cent., very lucrative returns may fairly be anticipated from the shipment and sales of the company's copper ores for smelting in this country.

Of the lead ores it is only necessary to observe that, from their great purity—containing 80 per cent. and upwards of lead, besides an admixture of silver that will pay handsomely for refining—the realisation of considerable profits may be expected.

Considering, therefore, that all the preliminary and tedious arrangements consequent on the acquisition of so valuable a property as that above described, have been for some time past perfected, that an efficient mining and smelting staff has been organised, that the requisite buildings for smelting and refining are erected, that the plan of future operation has been matured, and is in process of execution, that large sums have been already effectively applied in the works, so as to advance them considerably towards decisive results, it is obvious that in the present material position the undertaking offers to those who may now enter it advantages which no newly-formed company, where everything is to be begun, could have it in its power to present.

Applications for shares, according to the subjoined form, to be made to Messrs. Hill, Fawcett, and Hill, 29, Threadneedle-street, stockbrokers; to the solicitor, at his office, No. 15, London-street, Fenchurch-street; or at the company's offices, 30, Gracechurch-street, where further information may be obtained, and specimens of the ore seen.

Applications may also be made to the following persons in the country—viz., Mr. James Harvey, of Halifax, sharebroker; Watson Chapman, of 87, Stonegate, York, sharebroker; Messrs. Alston and Gage, Liverpool; James Jamieson, Leeds; Messrs. Silby and Slingson, Hull; Daniel Bolt, Bristol.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Andalusian Mining Association.
Gentlemen,—I request you to allot me shares in the capital stock of your association, and I hereby agree to accept and to pay the deposit of £2 10s. (250 reals) upon each share you may allot to me.

Name
Residence
Profession
Reference

OCOEE DISTRICT, TENNESSEE LAND, GOLD MINING COMPANY.

Capital £50,000, in 2500 shares of £20 each.—Deposit £1 per share.

The proprietor of an extensive estate in the State of Tennessee, United States of America, comprising a great extent of the celebrated gold lands, being desirous of raising the capital needed for working those lands, and extracting the gold from the auriferous earth, has sent over the title deeds and necessary powers of attorney to this country for their perusal. Presuming that capitalists would prefer laying out their money on a concern over which they could exercise control, and the full profits of the gold region, it has been determined to offer the estate and all its advantages to the public, by the formation of a company, to be called the Ocoee District, Tennessee Land, Gold Mining Company. The estate consists of 77,555 acres, ascertained to be gold lands. A neighbouring section of the country is now worked by a prosperous gold mining company, and a considerable number of labourers are already engaged in digging and washing the auriferous earth, and extracting the gold.

IRONSTONE.—FOR SALE, in a valuable Iron District, THREE HUNDRED ACRES of IRONSTONE, very easily quarried, with abundant supplies of coal, and near to a market where there is a constant demand for iron. This property will be offered so as to make it well worthy the attention of capitalists. Apply to Mr. Buxton, 6, St. Mildred's-court, Poultry.

BUDGE'S MINER'S GUIDE IMPROVED.

Just published, a New Edition, corrected and enlarged, with Portrait, 12s. cloth.

THE PRACTICAL MINER'S GUIDE: comprising a Set of Trigonometrical Tables adapted to all the purposes of Oblique or Diagonal, Vertical, Horizontal, and Traverse Sighting; with their application to the Dial, Exercise of Drifts, Lodes, Slides, Levelling, Inaccessible Distances, Heights, &c. By J. BUDGE. London: Longman, Brown, Green, and Longmans.

NOTICES TO CORRESPONDENTS.

CORNISH MINES.—In reply to our correspondent, "H. W. C.," the usual mode adopted in working Cornish mines is by tribute or tutwork, being at a certain price per ton of ore or fathom of ground. The ordinary time worked by one party, or "core," is eight hours, and the payment is in proportion to the ground worked or ore raised. The average wages may be taken at 2s. 3d. per diem, but this naturally varies, consequent on the ability and powers of the miner, some making 20s. per week, while others may not earn more than 8s. or 10s.

COURT OF COMMON PLEAS, DUBLIN.—LEWIS LEVASON v. WILLIAM HODGES. IN THE CASE OF THE TALACRE COAL AND IRON COMPANY.—Our notes of the evidence on the trial are too lengthy for insertion in this week's Number, but shall appear in our next.

FORWARDED.—Description of Thorneycroft's Improvements in the Manufacture of Iron.—Reflections on a Visit to the British Association—Mines of Algiers—Mining Statistics and Improvements—Contemplated Introduction of Railroads in South Australia.

RECEIVED.—W. Snell (Callington)—D. Brunton (Dolgelly)—A. (Boulogne).

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, JUNE 28, 1845.

It will be observed, on reference to the Parliamentary proceedings of Friday last, that Mr. PARKER, the Member for Sheffield, moved, in the House of Commons, the abolition of the duties on copper ore—the importation of which, he said, was decreasing to an extent that alarmed the shipping interest, who were, moreover, apprehensive that, if some effort were not made, they would be deprived of great part, if not of all the advantages derived by them from this trade. The change, continued the honourable member—for it is well to adhere as closely as possible to his words—"the change (said he) might be made without any injury to the mining interest in Cornwall, just as the abolition of wool had been of no disservice to the wool growers of this country. The abolition of the duty would tend to keep the whole of the copper trade of the world in the hands of England, which would render the prices steady, and sustain them at a just and fair amount." Sir CHARLES LEMON, in opposing the motion, distinctly stated that the quantity of copper ore introduced into this country since the passing of the tariff, had increased, on a comparison of the three years before that event, and the three years afterwards, no less than 43½ per cent., and, consequently, there was no cause for alarm on the part of the shipping interest. "There never," continued the hon. baronet, "had been a time when copper was supplied to the manufacturer in greater quantities than at present, and prices were now lower than they had been for the past thirty-seven years. He thought the House would be satisfied that this was not merely a good tax, but that, as a source of revenue, it might be looked up to with safety and without any apprehension of its being injurious to any British interests." In looking further into the report, we find that Sir GEORGE CLERK expressed his satisfaction in learning, on the authority of the hon. baronet, "that the alteration in the tariff, with respect to copper ores, had worked so successfully; and, therefore, he thought, it would not be wise to disturb the experiment." We do not like this last word, we must confess.

Such is a brief epitome of the proceedings in the House, and, as the "memorialists" have, through the medium of the Member for Sheffield, made their first movement, it behoves all interested in the mining operations of this country to put their shoulders to the wheel, and not merely be prepared to act on the defensive, but to make out a case for themselves, and throw upon their opponents—the shipping interest with the foreign mine adventurer and the smelter—the onus of rebutting the case which they can so well make out, and the correction of which can be so readily supported, and not, as in the instance of the representations made by Mr. PARKER, leave them to be rebutted at the moment, as was done by Sir CHAS. LEMON, with "facts and figures." Sheffield is noted for the fine edge given to its produce, but there is such a thing as "cutting it too fine." A little Liverpool bluntness, or the amalgamation of Cornish and Swansea cuteness, might have had a better effect—but we know Government is not prepared for the change at the moment, however much they may desire to serve the "memorialists."

It has ever been our province to support the home miner, but we shall never be found to do so at the sacrifice of consistency; our readers well know we have always been adverse to the tariff, and the more we have reflected upon this subject, and studied facts and figures, the more reason do we see for maintaining our first position, and ere long we shall lay a tabular statement before the public, which must at least put an extinguisher on all speculation as to the increase or decrease of benefit derived by the shipping interest from this trade, which is the main feature presented by the hon. Member. We would that Mr. PARKER was right, and that Sir C. LEMON was wrong, as to the decrease in the import of foreign ore, but the facts are the contrary, as was clearly shown by the hon. baronet—while it is, moreover, well known there are immense quantities of copper ore at the foreign mines kept back at the present moment from being imported into Swansea, merely by the shadow of protection which the tariff affords the home miner. Were this protection, trifling as it is, withdrawn, a large portion of the population engaged in copper mining would be added to the famishing operatives out of work in other departments of industry, and we believe this can but badly be afforded to be done at the present time. It is true that the enterprise and energy of the copper miner, added to some large discoveries within the last two or three years, have enabled him to continue his workings in spite of even the new tariff; but let any one consult the operations of the Cornish copper mines since the epoch of the tariff, and he will be satisfied that not only have they suffered severely by the change, but that a feeling of insecurity pervades, and, moreover, deteriorating mining speculation, as it is alike injurious to the capitalist and the miner. Many of the large and good mines may be able to go on under the present duties for a considerable time, as may some of the newer discoveries, while the fact is indisputable that others, about paying cost, have sunk under the burden of the tariff, and the miners dispersed and impoverished.

The home miner, it must at once be admitted, has not the power of contending against the foreign miner on equal grounds; neither the size of the veins, or quality of the ore, can be brought into comparison; and, indeed, the whole of the Cornish mines would have been "swamped" long since, had it not been for the small protective duty still afforded by the tariff, together with the superiority of British science, and the amazing power of the machinery engaged in these gigantic undertakings—while the advantage arising to the proprietor of foreign mines, from the superior facilities of smelting presented by this country, and the admixture of the poorer kinds of sulphurets, must not be overlooked. In contemplating the immense population employed on the extensive ramifications of the mines of this country, we often picture to ourselves the scenes of desolation that would accompany their destruction; the flood of importation, however, goes on regularly, with a progressive increase, thus constantly lowering the standard value of copper, and the means of existence of the British miner. When we compare the results of the import of the two years preceding the tariff coming into operation, as stated by Sir C. LEMON in his

speech—being in 1840 and 1841, 17,767 tons, with that of the two years succeeding the tariff being carried—those of 1843 and 1844—when it had advanced to 24,857 tons; thus showing an increase of 7090 tons, or 40 per cent.; these facts will tell for themselves, while we call attention to them, to enable our readers to draw their own deductions—the actual increase in the *past* year, over that of the preceding, being alone 13½ per cent. We were glad to find Sir C. LEMON at his post, defending the interests of the country, and prepared with statements to rebut the assertions put forward by Mr. PARKER; we hope that upon his showing so clearly that not only had the shipping benefitted by the transit, to the extent of 40 per cent., or 7000 tons, in the years of 1843 and 1844, as compared with the imports of 1841 and 1842, but that the home mines had suffered severely by this increased importation will, at least, silence this gentleman, and those whose interests he presumes to represent while we hope this slight explanation will render parties cautious in advancing observations upon fallacious data, calculated, as such course is, to do an injury to a large and industrious, as well as deserving, portion of the public community.

A word more in conclusion. The "memorialists" have made the advance; they have shown the cloven foot, and, judging from the course heretofore pursued by Government, we have no hesitation in expressing our opinion—one based on past experience, and a watchful observance of the movements of the party, and our free trade Ministry—that we shall next year have to contend against a motion, having, for its object, the appointment of a committee, to inquire into the copper trade and its manufactures generally, and it is by no means certain but that the Government may cordially accede to such a motion being carried. It, therefore, should be, under all the circumstances, the policy of the home miner to uphold the present system—bad as it may be—for we apprehend any change will be for the worse, while it should also be their object to encourage the Government to persevere in it, or, at least, shame them from giving their assent to any alteration. There can be no doubt that the mining interest have remained thus far quiet, under an impression that no further change was contemplated by Government, but we warn them not to be too confident, or rest their expectations on that which we cannot consider but a false security.

Having referred, in our late Numbers, to certain proceedings connected with the Larnahoe Mine, it was only natural to expect that our comments would elicit some communications on the subject, which will be found in our columns of to-day. The letter of Mr. F. S. THOMAS is well calculated to set the matter right with the public, as he therein expresses his readiness to afford every explanation, and it is only due to that gentleman to state, that he has placed before us the original agreement for the formation of the company, and the application of the proceeds, arising from the issue or sale of shares, and as we have since met with other of the parties inculpated in the transaction, with whom we have compared notes, we think it far better that the facts should be simply stated, as they will then speak for themselves, and this course we deem the most prudent, as it prevents any misunderstanding or misrepresentation. In the first place, then, it appears that Mr. LETHBRIDGE, the lord, received 1000*l.*, as purchase money, with 128 free shares, on which 10*s.* call was to be considered as paid; 100*l.* went to the steward or solicitor, 100*l.* for the payment of another grant, and forty shares to one of the parties, in consideration of services rendered. To raise this money, and to bring the mine before the public, it was determined on dividing the adventure into 2048 shares, of which 380 should be sold at 5*l.* per share—thus raising 1900*l.*; out of which the 1200*l.*, before referred to, should be paid, and the residue, after deducting 64*l.*, being the 10*s.* call on 128 shares, should be divided, *pro rata*, between the three projectors—thus giving them 212*l.* each; in addition to which, it was agreed upon, that the remaining 1500 shares should be divided in equal thirds or proportions. It will thus be seen, that the mine is set down as valued at 10,240*l.*, of which the projectors take 7500*l.*, as their quota, the lord 1000*l.*, the lawyer 100*l.*, another set is placed at 100*l.*; 168 shares, at an assumed value of 840*l.*, are also appropriated, while 380 shares, being the whole of the number sold, contribute to the payment of the lord and the projectors, leaving not one *sous* towards the expenses of working the mine. We believe that no one would have heard a word of this matter, had the parties been "honest and true" to each other; but this could hardly be expected, and there is an old and trite saying, which might be applied in the present instance. We have now done our duty and leave it to the adventurers to do theirs.

Since writing the foregoing, we have received a communication from Mr. EDWARDS, one of the parties referred to, which we leave with our readers to form their own estimate.

The verdict in the cause, LEVASON v. HODGES, in the Court of Common Pleas, in Dublin, on Monday last, the report of the evidence in which, as also the Judge's charge, we are compelled to defer until our next Number, will be received with satisfaction by all who feel an interest in upholding honest enterprise, and in exposing abuses. It has been our province, on more than one occasion, to animadvert on the proceedings of the Talacre Coal and Iron Company and its concoctors, and this is, we believe, the fifth or sixth time it has afforded food for the lawyers, in the several cases which have arisen out of the fraud. In the present instance it is gratifying to find that the decision of the jury, with the charge of the learned Judge, should be in strict accordance with the merits of the case—while it is also satisfactory to find that this result was not arrived at, until four days had been consumed in examining witnesses, with the view of coming to a just conclusion.

We should expect that this trial will have the effect of putting an end to further vexatious suits; there can be no question that Mr. ALD. THOMAS WOOD was behind the scenes, and that, to screen himself, he was anxious that his quondam friend, the Dublin alderman, should be mulcted of the amount of the promissory note, for the recovery of which the action was brought, but, despite the evidence produced on the part of the plaintiff, to prove that the defendant was a director of the company, and a party to the scheme, his signature to the note, the cause of action, not being denied, the verdict of the jury acquitted him from the legal effect to which he would otherwise have been subjected, on the grounds that the company was founded in fraud and misrepresentation. Our columns are far too usefully and profitably employed to admit of our dwelling on the ignominy attached to the scheme and its concoctors, but we cannot allow the opportunity to escape us of expressing the gratification we feel in thus recording a result which, we presume, when the proper time arrives, will not be lost on the Livery of London. We shall next week give the report at length, but do not consider that it will be necessary for us to offer comment. Indeed, it tells its own tale, and any explanation or amplification can, doubtless, be acquired, on application to Mr. ALD. THOMAS WOOD, or other of the concoctors.

Since our last publication, two meetings have taken place connected with South Australia, which place that colony in a new and interesting light—one, held on Saturday last, at the Freemasons' Tavern, was composed of a number of gentlemen interested in the welfare of the colony, and the other was the ninth annual assembly of the South Australian Company, on Thursday last; reports of each will be found in our columns, and from it will be seen that South Australia holds out the best prospect of becoming the most wealthy colony attached to England's crown. In addition to the progress making in agriculture, the continual clearance of lands which is taking place, and the gradual development of the general capabilities of South Australia, the principal feature appears to be the fast

and extensive discoveries of deposits of mineral wealth, with which the country seems to abound; copper ore is found in all its richest varieties, from the sulphuret to the valuable red and black oxides; galena, rich in silver, with some of the other metals, appear to be disseminated in various parts of the colony, and in such profusion that some of the fortunate holders of land sections find it impossible even to estimate their wealth. We have now before us a letter from Mr. F. S. DUTTON (who, with Captain BAGOTT, owns the Kapunda copper mine district), inclosing the results of an analysis of some samples of the muriate of copper—an ore which is little known in England; one specimen gave 36½ per cent., worth 28*l.* 15*s.*; a second, 24½ per cent., 19*l.* 5*s.*; and "a lump of earth," 40½ per cent., worth 31*l.* 15*s.* per ton. There are solid lodes of this muriate running through the section, and a "lump of earth," also brought over by Mr. DUTTON, and stated to be from a shaft sunk fifteen fathoms through a bed of earth, is found to be impregnated to the extent of 40 per cent. with copper, in the shape of the "black oxide," of which the owners were quite unaware, until they obtained the analysis in this country.

At the South Australian Company's meeting several rich specimens of ores were exhibited, in addition to which a rich lode had been discovered on another part of the company's lands, and from information which has come to our knowledge, from late residents and other sources, it is evident that the colony possesses all the elements of a rich mining country, and must eventually, as emigration progresses, and population increases, become a source of extraordinary wealth. We cannot but rejoice at this state of things; the colony, originally established under the auspices of the South Australian Company, has undergone various vicissitudes; the shareholders have been harassed by many untoward circumstances, and have exhibited a patient forbearance under all their difficulties, and we now hope with the directors, as expressed in their report, that the time is not far distant when they will receive ample and permanent returns for all the troubles experienced, and the capital expended.

We are credibly informed that the proposed Hereford, Abergavenny, and Newport Railway Company have completed their arrangements for the purchase of the Monmouthshire Canal Company's tramroads and canals, and that a large deposit has been made in town this week to bind the bargain. We have not heard what effect this arrangement may have upon the progress of the Newport and Pontypool Railway Bill, so recently passed by the committee, as to whether the same will be now abandoned or not. The arrangement, we conceive, is well calculated to give the greatest satisfaction to the iron and coalmasters of Monmouthshire.

THE LEAD TRADE.—We had occasion, a few months ago, to congratulate the miners in our lead districts, upon the improved appearance in the prospects of this trade, and the result has fully confirmed the opinion we then gave, that the improvement bore the character of being sound and lasting. The price has continued, slowly but steadily, to improve up to the present time; and, after the long depression the trade has laboured under for some years previously, it is with increased satisfaction that we are enabled to state, that the advance has arisen from a legitimate increased demand for home consumption, free from speculation, added to an extensive export, which still continues. The stocks of lead, both in first and second hands, never, we believe, were known so low, and all the great producers in the north are considerably in arrears in their deliveries. The continental markets are also, we understand, equally bare, and must look to this country for a considerable part of their supplies. The transactions of the half year, which concludes with the present month, have, we understand, been larger than at any former corresponding period; and, as the chief bulk of the demand for home consumption usually takes place in the period of the year yet to come, we think our friends in the mining districts may look forward with confidence to a continuance of their prosperity. We believe the trade was never in a more sound and healthy state.

THE IRON TRADE.—We are sorry we cannot announce any amendment in the iron trade, or an inclination of the hands who have turned out to return to their employment. Another crisis, similar to former ones, seems fast approaching, evidently from the unhealthy and extravagantly high prices which iron had reached some two or three months since—viz., 14*l.* per ton—while at the present time it is difficult to know its market value. With abundance of orders from Canada and America, the manufacturers in iron—particularly heavy goods in Walsall, Wolverhampton, &c.—are in a dilemma in common with the ironmasters, although the execution of their undertakings cannot be delayed; and travellers, from the uncertainty of the price of iron, cannot take orders for goods to be manufactured. During the high price of iron, the masters, with a praiseworthy regard for their men, raised their wages to a scale which would insure them the comforts of life; but now, on so serious a reduction, the men are beginning to grumble at the bare idea of a reduction of their wages, and a turn-out of the colliers and workmen has taken place at Bilston, which, it is feared, will extend its mischievous effects to other districts; delegates from the north have harangued the misguided men, and resolutions have been come to that they will remain firm in the turn-out. One singular and anomalous feature in this case is, that in some districts the men are waiting to prevent a reduction in wages, and in others to enforce an increase. The only occasion of anything serious taking place has been a riot at Bilston, when a workman was rescued from the police; but, in general, although bodies of men are patrolling the roads, all remains quiet.

THE GREAT WELSH MINING CAUSE.—Notice of trial in one of the causes in this long-protracted suit—namely, that of *Malins v. Danraven*,—has been withdrawn, thus leaving two causes only for trial at the forthcoming Cardiff Assizes.

DIEPPE AND PARIS RAILWAY COMPANY.—A petition, on behalf of the shareholders of this company, has just been forwarded for presentation to the French Chamber of Deputies, praying the Chamber to allow no departure from the law as regards public competition, in the granting the concession of this line.

MACHINE FOR RAISING AND LOWERING MINES.—The engine, which has been some time in course of erection for this purpose, at the United Mines, was successfully set to work on the 12th instant, and has since worked regularly, and given every satisfaction. It is very similar to that constructed at Tresavean Mine, in 1843, except in some of its details, which have been suggested by Captain Michael Loam. Instead of being attached to the mine engine, the machine is worked by a separate rotary engine, erected about sixty feet from the shaft, to which it communicates by rods; by an eccentric arrangement, an alternating motion is given to two upright rods, reaching to the bottom of the shaft, and on these are attached steps, hand-holds, &c., at every twelve feet; each rod has a 12-ft. stroke, and as the miner steps from one platform to another, he is carried by this reciprocating motion either up or down, as required. At present its depth is 214 fathoms, and the ascent or descent is accomplished in about sixteen minutes. This is another step towards its general adoption in mines, and much credit is due to the spirited proprietors for establishing what must tend so materially to the health and longevity of the men.

IMPROVEMENTS IN STEAM NAVIGATION.—(From a Correspondent).—You will be glad to hear, that the *Rose*, of 220-horse power, has made two most successful voyages since being fitted with Smart's patent elliptical convex metallic floats—indeed, the effects produced thereby, are generally considered so surprising, that when publicly known, the Government will not be able to withstand ordering a trial of their powers, which cannot fail procuring their adoption.

An eminent professional chemist of Edinburgh has lately made numerous interesting experiments on the instantaneous and gradual development of elastic fluids, from varying proportions of the component parts of gunpowder and other substances; and that he has succeeded in continuing the full effect of expansive energy during the whole period that the shot or shell can possibly remain within the gun or mortar; thus, probably, realising the asserted discoveries of Lord Dundonald and Captain Warner.

STEAM-CARRIAGE AND WAGON COMPANY.—A meeting of this company was held at the Freemasons' Tavern, yesterday, for the purpose of settling their accounts, and returning the trifle that had been subscribed by those who had entered into the scheme.—The CHAIRMAN stated that, in consequence of the rapid progress of railway speculations in this country, they saw no probability of a steam-carriage and wagon company on a level ground answering; they had come, therefore, to the determination of dissolving the company.—It being understood by those present that this scheme was to be wound up, the secretary received instructions to make the return to the respective individuals, after deducting the expenses incurred.—The company is, therefore, dissolved.

THE SCOTCH PIG-IRON TRADE.

The manufacture of pig-iron in Scotland is steadily on the increase. In the *Mining Journal*, of the 7th inst., we gave a tabular statement of the number of furnaces in existence and in operation, from which it will be seen that, up to the end of May, the total number of furnaces in Scotland was ninety-one, of which seventy-five were in and sixteen out of blast. We now find, from the following table, that up to the end of June there are ninety-nine built, twelve building, and ninety in blast, being an enormous increase in so short a time, and fully proves that there exist capabilities for increasing the make of iron in proportion to the demand, to an extent which some of our contemporaries have deemed impossible. We have seen it asserted, that "not another furnace could be blown in within twelve months;" yet here we have an additional number at work, capable of producing several hundred tons of pig-iron per week. That an enormous and continually-increasing demand for iron, for all the great engineering works proposed, must take place there is no doubt, but we do think that it will be found that there is capital and enterprise among the iron masters equal to the emergency; it is the system of speculating on the demand, buying for the account, and not the demand itself, which has caused so much of the unpleasant consequences which have, of late years, at intervals marked the iron trade; were all transactions *bona fide* sales, and would the smaller makers abandon the often ruinous practice of taking large orders, which it is not in their power to execute, the iron trade would be as steady as any branch of commercial business—paying a good percentage for the capital invested, and supporting a very large amount of the working population in comfort and content. The following is a statement of the blast furnaces, and weekly produce of pig-iron in Scotland, in June, 1845:—

Building.	Built.	In Blast.	Weekly Produce
Gartsherrie.....	16	15	1700
Dundyan.....	9	9	1603
Monkland.....	7	7	850
Calder.....	8	6	660
Govan.....	5	5	660
Langloan.....	1	5	660
Langbrue.....	5	5	560
Clyde.....	6	5	540
Coltness.....	1	5	600
Summerlee.....	5	4	420
Glenarmock.....	1	4	520
Shotts.....	1	3	300
Muirkirk.....	1	3	250
Carroll.....	3	3	240
Deron.....	3	2	160
Blair.....	4	3	330
Castlehill.....	2	2	200
Orma.....	1	2	180
Garscube.....	2	1	100
Bonaw.....	1	1	50
12	99	90	9960

The stocks of pig-iron in Glasgow have, in fact, increased to an enormous amount, causing many to believe that the supply has outstripped the demand, but which, we believe, to be only the effect of the ironmasters speculating for a rise, and when such a situation of things becomes general, however, the price might for a time be bolstered up, the "crash" must come at last. To attain permanent prosperity in so extensive a branch of industry as the iron trade, the supply should go to a certain extent hand in hand with the demand; and now that German, French, and American capitalists, are successfully improving their make, and competing with us, it is time that English and Scotch iron manufacturers should take measures to secure those markets, which, by careless, and even reckless speculation, may be lost to them for ever.

STEAM-BOILER EXPLOSIONS.

Writing on this subject, the *Manchester Guardian* of Wednesday last, says, we are not amongst those who think that there is now greater negligence than formerly either in the construction or in the management of steam-engines, or of the boilers by which they are worked. That, for some years past, the number of accidents has increased, there can be no doubt; but that fact may be readily accounted for by the vast increase which has taken place in the number of steam-engines, not only in those mining and manufacturing processes to which steam power has long been applied, but also in its application to many purposes for which it was not thought of a few years ago. Still, although the danger attending each individual case may be rather diminished than increased, the total number of accidents is so large, and the loss of life so distressing, that public attention is very naturally directed to the subject. It becomes, indeed, highly necessary that everything which is practicable should be done to diminish the evil; and this necessity becomes the more urgent, from the increasing use of the Cornish engines, working expansively, with a comparatively high pressure of steam in the boiler, but cut off during a portion of the stroke of the piston. It may be very true that these engines, when provided with suitable boilers, are quite as secure against explosion as those of the ordinary construction; but one thing is perfectly clear, that, when a cylindrical boiler, calculated to bear a pressure of 70 lbs. to the inch, does explode, it is likely to produce an amount of mischief far greater than that which may be expected from the bursting of an ordinary wagon boiler, which may give way with 10 lbs. or 12 lbs. It appears to us, that the first step towards a remedy of the evil, will be found in a thorough understanding of its causes; and, on this account, we should be glad to see on every occurrence of the kind, a diligent and searching inquiry into the whole of the facts connected with the explosion, rather than an attempt to account for it on some theoretical grounds, in which the facts of the case are made to bend to the preconceived notions of the witnesses examined. It has appeared to us for some time past, that there was a very strong inclination to take for granted that all accidents of this nature were caused by a deficiency of water in the boilers; and a theory has been broached to explain the mode in which this deficiency gives rise to explosion, which may be well founded, but which seems to us to rest at present upon very insufficient evidence, and to be, so far as our observation has gone, seldom or never borne out by the facts of the particular cases to which it is applied. As an example of the hasty application of this theoretical mode of explanation, we may point to the inquiries upon the bodies of the unfortunate men killed by the recent explosion at Patricroft. In that case, as our readers may recollect, a boiler which had been proved with a pressure of 70 lbs. to the inch, but was working at a pressure of 45 lbs. to the inch, gave way by the collapsing of an internal flue; and all the witnesses examined on the inquests, who gave evidence as to the cause of the accident, appear to have assumed, almost as unquestionable facts, that the supply of water in the boiler must have been so far deficient, that the upper surface of the flue was laid bare and heated to an undue extent; that, on starting the engine, the water boiled up, and, coming in contact with the heated metal, steam was so rapidly generated that the cylinder and the safety valve were both insufficient to give it vent; and that, consequently, it accumulated so as to collapse the flue. As we have already stated, we do not dispute the truth of these assumptions, which may be perfectly true; but we do object to their being given in evidence, as if their bearing upon the case had been determined by a strict observation of the facts, whilst, in reality, there was no evidence at all to support them. There was nothing before the inquest to show that there had been any deficiency of water in the boiler; nothing to prove that the iron plates of the flue had been heated to an undue temperature. On the contrary, the buildings to the distance of forty yards bore evident marks of a considerable body of water having been dashed against them by the force of the explosion; and, as we understand, the plates of the upper part of the flue, where the collapse took place, presented the ordinary appearance, not having been made red or blue by the action of the fire. Then, with respect to the theory by which the action of the heated iron plates in causing explosion is assumed to be explained, we must say, that, however ingenious, it seems to us not only to lack a foundation in well-ascertained facts, but to be at variance with ordinary experience; and opposed to the results of very careful and well-conducted experiments, made in America, for the express purpose of testing the assumption on which the theory is founded. In reference to the explosion at Patricroft, the assumption is, that the pressure in the boiler a short time prior to the explosion did not exceed 45 lbs.; but that, by the sudden contact of the water with the heated plates of the upper part of the flue, it was almost instantaneously raised to 70 lbs. or more. Now, we cannot persuade ourselves that the few square feet of thin plate composing the upper surface of the flue could, even if heated to redness, contain sufficient caloric to produce this enormous difference of pressure; and we think that any man acquainted with the subject, but free from foregone conclusions upon it, who will carefully consider the circumstances of the case, will participate in our doubts. It is quite clear that a plate of iron, three-eighths of an inch thick, if exposed to the direct action of an ordinary boiler furnace, without water to protect it, would be made red-hot in a very short time—say, in about five minutes. The plates in the upper part of the flue at Patricroft, therefore, could hardly have contained more caloric than would be communicated during that period, to every part of the flue exposed to the direct

action of the fire, and (through those portions which were covered) to the water in the boiler. Now, suppose the entire flue had been properly covered with water, would the action of an ordinary fire have raised the pressure, in such a boiler, in five minutes, from 45 lbs. to 70 lbs.? We put that question to practical engineers, as far better qualified than ourselves to answer it. We have an opinion of our own upon the subject, at which our readers may guess, if they please, but which, for the present, we shall keep to ourselves. Supposing, however, in the absence of competent evidence upon the subject, that an ordinary fire, which would make a boiler plate red-hot in five minutes, would not be sufficient to raise the pressure of steam in a boiler to the extent we have named, it seems to us that the assumption on which the explosion at Patricroft was accounted for, involves something very like an absurdity; namely, that the partial action of a given fire, for a given time, on a small portion of the flue, will produce a greater amount of evaporation than the entire action of the same fire, for the same time, upon the whole of the flue. Now, we do not mean to say that this result is an impossibility; but it is so improbable, as to require something more conclusive than mere assumptions to prove it, and to entitle the theory founded upon it to be received as a sufficient explanation of those frightful calamities by which so many of our fellow-creatures are hurried into eternity; and we are, therefore, desirous of calling the earnest attention of scientific and practical men to the subject. If the theory put forth to account for these explosions is well founded, it ought to be thoroughly established by careful observation and experiment; but, if erroneous, as we suspect it to be, there is great danger lest parties having the care of steam-engines should, in their attention to it, overlook other and more important considerations.

Original Correspondence.

PATENT GALVANISED IRON COMPANY.

SIR,—In your Number of last week, Messrs. Morewood and Rogers assert, "that the only new features in the process of coating with zinc, or, in other words, galvanising, and by means of which the manufacture of galvanised metal has come into practical operation, and is now worked, were first specified and published in our patents, and first introduced into practical use by us." If I inform your readers that Crauford's patent is dated 1837, under which the Patent Galvanised Iron Company work, and produce the article with which the New Houses of Parliament are being roofed, the electric telegraphs constructed, and all important works in iron, including those in her Majesty's dockyards, it will be quite apparent, that Messrs. Morewood and Rogers' copies of that patent, enrolled in 1841 and 1842, could not have "first introduced galvanised iron." It cannot be necessary, after exposing this mis-statement, that I should trouble you, or your readers, by refuting the others contained in their letter.

London, June 27.

W. MALINS.

LAMPS AND AIR FOR MINES.

SIR,—Your correspondent, "A. B.," is a pleasant illustration of the character of "Boatswain Chucks," so graphically described by Capt. Marryat in *Peter Simple*, who always commences his disquisitions "in a calm and dispassionate manner," but, his natural disposition gaining the ascendancy over his philosophy, he as generally concludes with blustering, personalities, and rather undignified abuse. So does this mining "Chuck," supported, too, by as much assumed knowledge, though real ignorance, with less good temper and originality. Who but a Chuck, or a *Coal Trade Reporter*, would have attempted publicly to denounce another, in a discussion to which he has lent his whole soul, such as it is, for having mistaken one gas, its name, and properties, for another, when they are both absolutely and identically the same? Now, had "A. B." known the A, B, C, of chemical science, he, the said "A. B.," would have known that olefiant gas and carburetted hydrogen, in the generally received chemical nomenclatures of this country, are one and the same. That carburetted hydrogen is composed of one prime of carbon, and one prime of hydrogen, forming the olefiant gas of the Dutch chemists; the per-carburetted hydrogen and bi-carburetted hydrogen of the French and German chemists; and that the sub-carburetted hydrogen is composed of one prime of carbon, and two primes of hydrogen, forming the light or sub-carburetted hydrogen of chemists (the fire damp of miners), of which any modern chemical work, or dictionary, will inform him. That, therefore, carburetted hydrogen and olefiant gas are identically the same substance, just as "A. B.," and a *Coal Trade Reporter* are the same substance in spirit, body, nature, and composition—or, better still, as the *Mining Journal*, *Railway and Commercial Gazette* are the same precisely in every quality—one and indivisible. That a man with such gross and overgrown ignorance as that coalowner, is allowed to guide the destinies of thousands of human beings, and the material state of the great coal mining interest is really shocking and deplorable. The present low condition of both, is the natural consequence of such illegitimate management. Let us see him and his coadjutors in another point or two. The Davy lamp gauge would not pass an explosive mixture in motion, boldly asserts "A. B." in his former disquisitions, but he now admits this danger, or is driven from his position, and falls back, for a defence of his cherished fancy, upon the tin shield of Mr. Buddle; but Sir H. Davy, in his works, where his opinion is first discovered, depends chiefly upon the diminished apertures of the gauge, not upon the shield. "By diminishing the size, or increasing the depth of the aperture, all flame, however rapid its motion, may be arrested." He says nothing of the shield here, although for increased security he afterwards named it, thereby admitting that flame would pass gauge of the smallest apertures. But how is it, if the shield and not the gauge be the protecting apparatus, that such a desperate resistance is made, when the naked Davy gauge is said to pass the flame? and how is it, we demand to know, that shields are not universally adopted, as integral parts of the Davy lamp? That they are not so is well known—nay, that there is not a mine, where lamps are employed, notwithstanding Buddle's recommendation, and this practical man's opinion, and all their opinions, in which they are not nearly altogether without this protection. The Shields' reporters, I presume, speak correctly, when they say—"yet even in Wallsend Colliery, under Mr. Buddle's own able jurisdiction, the precaution of a tin shield, as was observed at the visit of this Committee, on the 7th Oct., 1839, four years after his public declaration of such a danger, was very partially employed—the men generally working with the naked Davy lamp; and almost every pit which the committee have visited, being precisely as refers to this point of the lamp, in a similar condition."—*Shields' Report*, p. 14. So that these practical men thus practically deny their own belief—big, though it may be, with the most important consequences. The reason is this—the shield renders the obscure light of the Davy still more imperfect, and is therefore as seldom as possible employed; and when it is, it only envelopes a segment of cylinder, the other portion being still exposed to the action of the currents and gaseous flames, which will, in strong currents, be passed through sections of the gauge, as through its diameter. The whole is a mockery and a snare; besides, it cannot have any effect in preventing the ignition of easily inflammable gases, as carburetted hydrogen or olefiant gas, or sulphuretted hydrogen, or free hydrogen, which, we have shown, exist in mines, and any of which a red-hot Davy, admittedly common in mines, may, at any time, explode, and so explode the fire-damp—a speck of flame so small, as to be almost an invisible atom of light from a floating particle of carbon, or any of these inflammable bodies, will, in a moment, let loose the destroying thunders of these subterranean regions. Mr. Buddle, who so confidently employed the Davy lamp, blew up, on the 18th June, 1835, 102 human beings at a blow. Several Davy lamps being sworn at in the inquest to have been burning at a red-heat two hours before the explosion. His employment of the Davy lamp was not very fortunate.

But this gentleman will not believe any evidence that will shake his preconceived fancy, without a survivor come and tell him that all his fellows have been scorched and shattered to pieces, and he, death-defying, stood untouched, a cool spectator amidst the elemental war, and now has come to inform him ("A. B.") that the Davy lamp passed the flame, and did it all—then he will believe. The Davy lamp does not make little explosions—it deceitfully allows the accumulation of the missiles of death, and then treacherously lights the train. Such men as "A. B." can never get proof of their errors; they will die in their unbelief—they would not believe, though one arose from the dead to bear witness. No matter though men of science in all parts of Europe—no matter though actual experiment and, unfortunately facts all bear witness—no matter though the nature of mineral gases indicates and declares it—no matter though the nature of authorities—no matter, "A. B.," and the coalowners won't believe it: it is for their interest they should not; and they will insist on their right of wholesale destruction with this deadly little implement.

How ignorant this person is of the instruments necessary in his profession, and of the science applied to them you may infer, when he states that "the only real difference between the so called improved safety lamps and the Davy lamp consists merely in a peculiar modification of the shield." Why, there is a lamp recommended by the Government Commission of

Belgium, after four years' inquiry, and by the *Shields' Report*—both of which speak of it as a lamp of a perfectly new principle, and for which they entirely discard the Davy lamp. The Davy lamp principle being, the incapacity of flame to pass through minute metallic apertures when not exposed to currents; that of the new lamp discovered in 1839, is on the diffusibility of gases, and can be safely constructed without a particle of wire gauze, or any part of a Davy apparatus,* and which will not explode, nor can be brought to explode, external gases even in experiment—and yet such a person will presume to give an opinion of lamps, gases, and their operations—he who now stands convicted of ignorance of the very names of gases and the nature of lamps. On the cost of shaft sinking my authorities, so largely quoted, and my own, may well counterbalance so much selfish and reckless assertion, which may go with his absurdities on the gases and lamps, till an official investigation demonstrates it yet more clearly. When he confesses "his incapacity to understand," my reasoning on the short supplies of air not being the most efficient mode of clearing a fiery mine of gas, he probably speaks the truth—no fault of mine that, though it may be his misfortune—I cannot supply reasoning and to him comprehension too. In that reasoning, I instance, as one in point, the short supply of air in the exploded district at Haswell, and that the inquest holders rested their defence not upon their short, but their tremendous ventilation—sixteen feet a minute—yet, notwithstanding all this, and similar defences at all the other exploded pits, here we have this person coming forward to defend bad ventilation and short supplies of air, as if there were not already enough of them; and he does it on the only principle of science he seems to have acquired, that fire damp does not explode without it is mixed with at least five times as much air; so, on that principle, he would stop the supplies and put out the lights—forgetting, if he ever knew, that he would put out the lives, too, at the same time; for the men breathing a contaminated atmosphere of this kind, would speedily die, not by a shock demanding a coroner's inquest, but a slow poisoned death. He also forgets, or has not yet advanced so far in his scientific studies, that above sixteen times as much air will also render fire damp explosive, and, in addition, keep the men in life and health; but then this would require more shafts. If he wishes to cut off the air from any particular district—as the Meadows way workings, at Haswell—let him suddenly turn it all on the other districts, it will rush into its more natural channels; and, the latter, according to my principle, will be all the better, and the former according to his. We must have a commission down amongst them—a searching, all, honourable, practical, and scientific commission—to take evidence on oath, and compel attendance—when these things, the cost of shaft sinking, lamps, and all the materials of health and safety of the mines will be clearly demonstrated; and I widely mistake, if a development be not made, that will astonish the world. The thing cannot now rest where it is; the light that has already been thrown upon it but too clearly shows its indefensible condition. He thinks the deaths in mines, and their nature, do not deserve any attention of the State; and till they amount to the number that his fertile fancy aspires to, he would have neither Parliamentary inquiries, Royal commissions, or public or legal investigation. So would the murderer or the thief, who also conceives his deeds not so bad as they are represented. Your correspondent is unfortunate in his illustrations; the merchant ship is obliged to be manned proportionably to her tonnage, and a certain number of apprentices is even prescribed—not only so, but there are Lloyd's inspectors to give character and registration; and it is only a session or two ago since a bill was before Parliament, brought in by the late Member for Durham (Capt. Fitzroy), which his absence only has interrupted, compelling masters and mates, the officers of merchant ships, to sustain an examination as to their knowledge and qualifications before permission to act; and only last session the House of Commons appointed a committee—of which Mr. Geo. Palmer is chairman—to investigate the causes of shipwrecks with a view to their prevention. To my mind this is a case of less crying necessity, though necessary—for men at sea have many chances for their lives; courage, skill, perseverance, and a good ship, will breast almost any gale—it is here that the inexperienced, negligent, or incapable officer, as of mines, destroys life, or the bad and ill prepared vessel founders. But here the officer braves the same fate with his men, and has the same sympathies; not like the officers of mines, who pushes his men into dangers, and continues them there, which, he himself, prudently, as much as possible, avoids. Who ever heard of a viewer being destroyed by an explosion? There is no mutual sympathy or common risk in the latter case. This is widely different, and only adds strength to the demand for official investigation and State interference. As they are doing with the merchant ships, and intend further with them, so let them do with mines in the same spirit, and I, for one, will say "content." "A. B." states, he at first supposed me a man of science; I regret that, for a moment, in any part of this discussion, I could not reciprocate the compliment; for, throughout he has displayed neither knowledge nor intelligence that would have induced me to discuss the matter at all with him, had not the higher motive of exposing to the public the false positions and erroneous practices of the northern mines induced me. For himself, brother coalowners, or the miners, I have no prejudice or predilection. I value equally the anger and power of the one, and the opinions of the other. I would not condescend to pander to the presumption or the prejudices of the one or the other; but, I will not see masses of men cruelly, ignorantly, and heartlessly destroyed, and make no effort to save them. Were they coalowners they should equally have my assistance and sympathy, and I will not be deterred by any presumptuous and ignorant attempts to prevent my objects, or obstruct the ends which I have in view.—June 17.

A LOOKER-ON.

THE MINING LEASE OF LAMERHOOE.

SIR,—My attention has this day been directed to a paragraph in your paper of Saturday last, pointing to a dispute, or to rumours of a dispute, arising out of matters connected with this newly-acquired lease. As I am the only person by whom, as an authorised agent, the negotiations were conducted, which led to the obtaining of a sett of that estate, I am most anxious that nothing should occur which may lead the public to presume that there is any point now under discussion, which can, or ought, injuriously to affect the intrinsic value of the mine. I have not the slightest doubt but, under a skilful and honest management, the mine will realize the most sanguine expectations of the shareholders. The prospects of the mine are flattering to an almost unequalled extent. I should, therefore, be greatly grieved should any remarks which you may think it incumbent upon you to make, be found to operate prejudicially to the interests of the parties connected with so important an undertaking. You have often, and truly, observed, that all mining transactions, but more especially such as embrace the formation of companies, require the greatest confidence in the projectors; and, in your valuable Journal, you continually inculcate the necessity of "good faith," and "even-handed justice," in those who "presume to take the helm"—who presume to occupy the highest seat at the committee table, or who elect themselves to other posts of importance and emolument at the mine. I cannot suppose that a series of inuendoes, pointing at "want of faith"—of which the shareholders know not the meaning or the extent—can be satisfactory to the parties interested. I, therefore, feel myself called upon to say, that there is nothing (if I rightly divine the "removed dispute," which has awakened your unceasing solicitude for the welfare of the adventurers) that can affect the substantial interests of the mine. It is quite true, that there are parties who have not acted in "good faith," who refused to render a just account, or indeed any account, of matters intrusted to their care, and who yet unjustly withhold the only consideration for which, in the plenitude of unmerited confidence, their names were allowed to be subscribed in the "cost book," and to be introduced in other matters connected with the mine. I commend and highly esteem the editorial zeal which causes you to devote your pages to the true interest of mining adventurers, but I trust no individual defalcation will be allowed to have a prejudicial influence on the mine. Should any person, holding a legitimate interest in the mine, be desirous of learning the truth, I shall have no objection, at any time, to show the whole transactions from the first proposal to the present day; and, should you be further inquired of relative to the rumours of existing differences, I shall be most happy to submit to your inspection every treaty, agreement, or account, connected with the mining lease of Lamerhoe. F. S. THOMAS.

Poultry, London, June 23.

LAMARHOOE MINING COMPANY.

SIR,—There is no part of my conduct, public or private, but what I am quite ready to explain and justify. The difficulty I labour under in respect of your article in the *Mining Journal* is, that there is no direct charge; but it deals in vague and unworthy insinuations, and for that reason I am utterly at a loss how to answer them. If you, or any other person, will let me know the nature of the complaint charged against me, I will immediately disprove it. I am obliged by your offer of the columns of the *Journal* as a medium of explanation or observation, but, at present, I have no wish to avail myself of them.

JOHN EDWARDS.

[We have received the above letter from Mr. Edwards, a gentleman connected with the projection of this company, to which we give ready insertion, referring him and others interested, to our remarks treating on the subject, inserted in our Journal of the present week. We beg to refer the writer for further explanation to Mr. Thomas, Poultry, who has in his letter, inserted in our present Number, expressed his readiness to afford every information.]

* *Shields' Report*, p. 18, 19, 20, and 25, and *Second Report of the Commission on the State of the Mines*, 1840.

Proceedings of Public Companies.

UNITED MEXICAN MINING ASSOCIATION.

A special general meeting of proprietors of this association was held at the London Tavern, Bishopsgate-street, on Wednesday, the 25th instant for the purpose of passing resolutions prepared under the advice of counsel, for altering certain clauses of the Deed of Settlement, relative to the payment of dividends, so as to authorise the directors to make such payments whenever, and at all times, when they may be in possession of funds sufficient for the purpose, and which resolutions will be submitted for confirmation at the usual half-yearly general meeting on the 30th July next, when the directors intend to recommend a dividend at the rate of 5s. per share.—Sir JOHN EASTHOPE, Bart., M.P. (the chairman), in the chair, assisted by a number of the directors.

The SECRETARY (John Mather, Esq.) having read the advertisement inserted in the *London Gazette* convening the meeting, and the last minutes being confirmed, the CHAIRMAN said it was necessary that he should call the attention of the meeting to the report, which he submitted for their approbation, as it was the desire of himself and the whole of the directors that the proprietors should have every information on the state of their affairs, as they all rowed in the same boat. It was true that at one time the company was like a wrecked ship, but he now had some hope that it would sail prosperously over the ocean.

The following report of the directors was then read by the SECRETARY, and gave general satisfaction to the numerous shareholders present:—

REPORT.

The proprietors will be aware that the meeting this day has been called for the special purpose of passing resolutions, prepared under the advice of counsel, for altering certain clauses of the Deed of Settlement relative to the payment of dividends, so as to authorise the directors to make such payments in future, whenever they may be in possession of funds sufficient for the purpose; for, as the Deed of Settlement now stands, no dividend could be declared unless the surplus funds in hand amounted to 5 per cent. on the paid-up capital of £1,314,774, and which would, therefore, be £65,738 14s. 6d. of this sum one-fourth, or £16,434 11s. 3d. must be set aside as a reserve fund. The real surplus of the company now in London amounts to £14,552 13s. 5d.—the directors, therefore, submit to the meeting the adoption of the proposed resolutions, which, if passed, and confirmed at the usual half-yearly meeting on the 30th July next, they will be enabled to recommend the payment of a dividend, at the rate of 5s. per share, and which will require the sum of £10,793 10s.; and the directors beg leave to call the attention of the proprietors to the circumstances that have taken place in the affairs of the association since the last general meeting, and the present state of its concerns:—

Mine of Rayas.—The general operations therein, from the 1st of January to 31st of December, 1844, have been as follows:—

For the sale account of the mine	23,310 8 0
Joint-account with the owners	28,697 0 0
Total	52,007 8 0
The memorias of the mine amounted to	£308,281 4 3
The half sales on joint-account with buscones, including \$255 on account of the mine alone	140,960 1 4
Leaving	568,391 2 7

As excess of memoria paid by the owners and the United Company, and against which the 23,310 8s. 0d. of ore produced on sole account of the mine was received. The sum of \$22,231 7 4 was received last year from the owners on account of the general debt of the mine, and being the produce of 134 bars, mortgaged to the association for that purpose, and which debt was thereby reduced to \$751,464 6 6, and since then, and up to the 25th April, the date of the last advice received from Guanajuato, the further sum of \$41,482 1 7 had been received, leaving the debt of the mine on that date at \$709,982 4 7.

Haciendas.—These establishments, during the last year, left a profit of \$41,050 2 2, having reduced together 5280 montons 19 quintals of ore.—

The association's coinage in 1844 was—

And in 1843	\$916,206 2 1
	729,392 1 7
Increase	\$186,814 0 2

Quarries.—The property of the association in this district remains in the same totally unproductive state as reported at the last meeting. The result of the company's operations for the past year will be seen by the following statement:—

For profits made on the haciendas of Barrera and Dolores	\$41,060 2 2
Profits on quicksilver	11,410 0 3
Premium on gold coin, &c.	558 0 0
Interest paid by hacienda contractors	957 4 6
Balance of bullion and specie shipped to London	127 1 3

Amount received, on account of Rayas debt

	\$62,763 0 6
	92,231 7 4
Deduct for expenses of management, agencies, law charges, postage, &c.	\$154,995 0 2
	22,197 5 7

Making the net receipts for 1844—

Or about 23,000 sterling.	\$132,797 2 3
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The property of the company in Mexico, agreeably to the last advice, was, in buildings, stores, &c., 243,543 10s. 6d.

Finances in London.—

Balance as per audited account to 31st December, 1844	£8,156 18 7
Received since by remittances from Mexico, transfer fees, discount, stamps	17,512 0 5
Total	£25,670 19 0

Paid since, 320 bottles of quicksilver, shipped to Mexico, and sundry payments on account of the management—

	£2318 18 6
London expenses	651 17 1
Auxiliary capital and red scrip repayments	1197 10 0—7,168 5 7

Total assets—

	£18,502 13 5
But subject to the unclaimed auxiliary capital and red scrip, amounting to	3,849 0 0
Surplus assets	£14,653 13 5

Note.—And, further, a remittance of \$20,000, expected by the next packet, due here the 7th July

	4,000 0 0
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The CHAIRMAN said that no demand would be made upon the funds of the association in this country by their agent, Mr. Shoobred, who was limited to draw the sum of 5000l. upon the assets in Mexico, for the purpose, should he deem it necessary, of making any advantageous purchases or arrangements beneficial to the company. He must inform them that Mr. Shoobred would, in all probability, be out only for twelve months longer, when he will return to this country for the benefit of his health. He would leave there an efficient staff, who will be well instructed by himself; and his brother, who is going out, is a gentleman who has long been accustomed to business. On his return to England, he should be happy to recommend him as a director, to enlighten the board on the real state of the mines in Mexico.

A PROPRIETOR observed that Mr. Shoobred would have at his disposal something like 50,000l.—The CHAIRMAN replied that he would only have a discretion over the funds not beyond 5000l.—Another SHAREHOLDER understood that there was a great profit on quicksilver: he wished to know how that was?—The CHAIRMAN stated that they had contracts with the mineowners and dealers in ores in Mexico, and the quicksilver sent from England was supplied to the haciendas at the market price there, which created a profit.—It was remarked by one of the above gentlemen that he considered the directors sent out a larger quantity of quicksilver to Mexico than was necessary.—The CHAIRMAN said, that no more was sent out than was considered requisite by the *employé* out there. They have, however, not sent any more for the last two months, as it was considered the quantity now in hand would be sufficient for a short time.—After a long explanation respecting the different qualities of some ores from others, in the quantity of quicksilver required, and loss sustained,—the CHAIRMAN then read the resolutions, which, as well as the report, met with a general assent.—A vote of thanks was then passed to the chairman and the directors, for the explicit and straightforward manner in which they conducted the affairs of the association, when the meeting adjourned until July 30.

The CHAIRMAN announced the death of Mr. Humphries, one of their directors, a gentleman highly respected and deeply lamented.

REAL DEL MONTE MINING COMPANY.

The annual general meeting of the shareholders in this company was held yesterday, at the offices, in Duke-street, Adelphi, Sir ROBERT PRICE, Bart., in the chair.—After Mr. PHILLIPS had read the notice convening the meeting, S. Skinner, Esq., Col. Nelthorpe, and A. J. Valpy, Esq., were re-elected as directors, having gone out of office by rotation, and H. S. Cooper, Esq., was elected an auditor.—The SECRETARY then read the report, which we shall give in detail in our next. It first alluded to the last report not being of that encouraging nature the directors could have wished; the excess of cost was \$29,600, which was accounted for by the cost of the machinery fitting up for barrel amalgamation, impediments from water, the poverty of the ores raised, the average produce being only 3½ oz. per quintal, and a loss of 20 per cent. in the reduction of the ores, as per assay, which alone would make a difference of between \$30,000 and \$40,000 per annum. The average produce of the ores in the present year had, however, improved, being to the end of April 4½ oz. per quintal, and from the mine of La Luz they had raised ore to the value of \$40,890. Ground

had been opened to a great extent, and much of it was producing ore, which would reduce well by barrels; the machinery they were erecting would complete twenty-four barrels, which would reduce 3000 cargas per month. The directors had adopted three separate modes of reduction.—Bowring's was about being tried, the others would be left for a few months, as the directors had applied for a patent for Mexico. The report concluded with expressing the sincere hope the directors felt, that the increase in silver from the new processes, and the saving of expense in quicksilver, which was \$250,000 per annum, would render the concern permanently profitable, notwithstanding the severe losses they had hitherto experienced.

Sir C. TAYLOR proposed that all the reports should be bound together, and submitted to the inspection of the shareholders, which, however, was not seconded; but a long conversation arose from it, which Mr. TYRRELL, who usually shows on these occasions, nearly engrossed to himself, and in a long rambling speech alluded to his usual topics; no necessity for a manager to each company, two secretaries, salaries to directors, &c., and his letter in the *Mining Journal* of 15th March last, in which he virtually, almost distinctly, charges Mr. Taylor with meanly making a profit of the house which is jointly held by all the companies, who occupy it as tenants from year to year, was alluded to by the chairman, and a complete explanation ensued, in which as usual, Mr. Tyrrell took nothing by his motion.—The report and accounts were then unanimously adopted, and ordered to be printed and circulated among the proprietors, and thanks having been voted to the chairman, the meeting broke up.

BOLANOS MINING COMPANY.

The annual general meeting of the proprietors was held yesterday, at the offices, Duke-street, Adelphi—Sir ROBERT PRICE, Bart., in the chair. The notice convening the meeting having been read by Mr. HEAD the (secretary) Col. Nelthorpe, W. Ede, and J. Wray, Esqs., who went out of office by rotation, were unanimously re-elected; A. J. Valpy, Esq., was re-elected an auditor, and Mr. Terry was elected an auditor, in the room of H. Birkbeck, Esq., who had resigned.—The SECRETARY then read the report (which we shall give, with the statement of accounts, at greater length next week): it took a review of the several workings during the year 1844. In San Clemente the partido system had been beneficial; the works had been of a fluctuating nature, the level of La Luz having been the most productive, and giving the richest ores; and from the western ground in this mine good results were expected; the profit on the year was \$17,667. In San Nicolas the profit on the year was \$138,123. In Malancho, as the workings were continued, it was expected a profit would be realised in a few months. San Francisco produced good bunches of rich ore. Veta Bella was to be continued for two months, and if not then productive, the workings would be immediately suspended, if not entirely abandoned. Mr. Floresi had purchased the company's stock of accumulated ores for \$30,000, which was considered the utmost any party in Mexico could have afforded for them; the manager there had not been able to make any further sale of the property at Bolanos, which, with the two engines, exclusive of the ores, was valued at \$154,500; their total assets, exclusive of this amount, was estimated at \$183,000, and when this state of things was contrasted with their situation four years since, the directors could only congratulate the proprietors on the improved situation of the company; the clear balance in hand in England was \$4731 10s. 2d.—The report and accounts were then approved, and ordered to be printed, and circulated among the proprietors.—In answer to a question as to a dividend, the CHAIRMAN said they had got once into such difficulty, and even danger, by being left without funds, that the directors could not honestly recommend a dividend, until they had really funds in hand available for such purpose; he did hope, however, the time was not far distant when a dividend would be available.—Thanks were then voted to the chairman, and the meeting separated.

CONSOLIDATED TRETOIL MINING COMPANY.

A special general meeting of the proprietors was held at the office, on Wednesday last.—RICHARD THOMAS, Esq., in the chair.—The SECRETARY (Mr. Henry Thomas), having read the notice convening the meeting, Mr. ENGLISH objected to proceeding with the business of the day, particularly as the object was to make a call—there being so thin an attendance of proprietors, and only two directors present; he would, therefore, move that the meeting be adjourned to that day week: which motion, however, not having been seconded, he was about retiring, declaring he would not sanction with his presence the proceedings, when Mr. Edwards (a director) and another proprietor arriving, the business was proceeded with, when the SECRETARY read the report of the directors, which stated the directors had called this special general meeting, to point out to the shareholders the present position of the company, to show how far they had been enabled to carry into effect the instructions embodied in the report, submitted 13th February, and to consider and determine on the measures now to be adopted. With reference to the mine itself, the report of the agent, received this morning, would show the present character of the operations which are recommended. They had reduced the expenses of the London establishment, and made a reduction in the local agency, by dispensing with the services of Capt. Morcom. A reduction of dues was promised on the part of Messrs. John and Jane, for the ensuing five years, from 1-15th to 1-18th. The annual report of the mining captain, which will be found below, was also read, together with a balance-sheet and statement of the accounts, which showed that the receipts had been as follows:—viz: February 13, old balance in hand, 3081 13s. 7d.; on instalments, 7891 5s.; ores and carriage, 14511 1s. 8d.—making a total of 25491 0s. 3d. Payments, including 2000l. on account of steam-engine, 23711 0s. 1d.—leaving a balance of 1781 0s. 2d., which, added to 3511, due for ore sold and carriage, gave a balance, on June 25, of 5291 9s. 2d.

Mining Captain's Report.

June 23.—Since the annual meeting in 1844 we have opened 173 fathoms of ground in different parts of the mine. Henwood's shaft is now down nine fathoms below the sixty fathom level; the hole is about two feet wide, composed of capel, spar, prill, and yellow ore, and worth about 8l. per fathom: the hole at present is much the same as we have had through out the operations under the sixty fathom level. We shall not be able to sink under the seventy with our present engines. The ground above the sixty, so far as profitable results can be calculated upon, is the greater part taken away: this has caused our samplings to fall off, which would not have been so if we had had sufficient steam power to deepen the mine continually. Our sinking has been very limited this last three years, and has done little or nothing to the mine; the engines not being of sufficient power to enlarge the pitwork and deepen the mine. Since the commencement of this mine more than 60,000l. worth of ore has been raised chiefly from the present lode, which is called the Slide Park, and underlies south, from two to two and a half feet in the fathom; south of this are John's, Tregellas's, Mine Park, and Blind Will's lodes: some ore has been raised on all these—the two latter have not been cut under. John's and Tregellas's have been intersected at twenty and thirty fathoms, and several tons of high price ore raised from them, but they could not be prosecuted for want of more steam power. The Mine Park underlies north, from one and a half to two feet in the fathom, and is from one to two feet wide—a very kindly lode, and is expected to form a junction with John's, Tregellas's, and the Slide Park lodes at new engine-shaft, 120 fathoms below adit, and at the old engine-shaft 100 or 110 fathoms, and at the western part of the mine, seventy or eighty fathoms below the adit. From what has been already seen on these lodes, it is right to presume that they will be as productive as the Slide park, from which the greater part of the ore has been raised. We have commenced a cross-cut at the forty fathom level to intersect these lodes; and the mine deepens, the cross-cut is shortened, until the lode forms a junction. There are about ten and a half fathoms more to sink the new engine-shaft to reach fifty fathoms, and about nine feet more to drive the cross-cut to get under it. I am happy to say we have just cut through the ironstone in the cross-cut, and have killed; this will be a considerable advantage in the future operations of the mine, and it may be fairly presumed that the ground in the engine-shaft will soon become softer. We have begun to take to pieces the engine at Polgoth, and are bringing it to this mine. Messrs. Hocking and Loom state that the cylinders, condensing work, parallel motion, and exhausting nozzles are in good condition; we believe she will be made a good engine. Pitwork must be had for the new engine-shaft; but, after the large engine is set to work, the greater part of the present pitwork can be drawn up and sold, as can also one of the present engines; the other can be employed hereafter in drawing ore and attle from the mine, which will save the cost of horses, and as the mines deepen will be a great saving of labour, coal, capitaining, engine-men, &c., to at least 500l. a month. It is my opinion, as also that of many practical agents who have inspected this mine, that it presents advantages rarely to be met with, and that, if properly prosecuted, it is right to presume that it will make a good and lasting mine.

H. WILLIAMS.

In the course of a long and desultory conversation which ensued, it appeared that upwards of 3000 shares had been paid upon; and that of the remaining shares many had been relinquished, which it was suggested should be disposed of for the benefit of the concern. It was then moved and carried that the report and accounts be adopted and entered on the minutes.—The CHAIRMAN, after recapitulating the items of the accounts—by which it appeared the mine was now in debt about 1900l.—proposed a resolution, making a call of 10s. per share, payable on the 15th July next, which was seconded and carried; he then stated that the proceeds of the call, with what might be expected to be realised by the forfeited and relinquished shares—to be issued at 1l. per share, with the call paid—which it was left to the discretion of the directors to dispose of in any way they might think best for the interest of the company; that the mine would be clear of debt, and from the present very promising appearances, it would ultimately assume a far different aspect.—Thanks having been voted to the chairman, for his able exertions on behalf of the proprietors, the meeting separated.

SOUTH AUSTRALIAN BANKING COMPANY.

The fourth annual meeting of the proprietors of this company was held on Wednesday last, at their offices, 54, Old Broad-street, E. DIVETT, Esq., M.P., in the chair. The minutes of the last annual meeting having been read and confirmed, E. J. WHEELER, Esq. (manager), read the directors' report, which stated that, pursuant to their promise to use every effort for placing the concerns of the company in a healthy condition, the court devoted their utmost attention, to testing the assets last year reported, as held at Adelaide, that (so far as avoidable) no erroneous estimate might be formed of the bank's effects. The well-known pecuniary difficulties of all the Australian colonies, for the last three years, will convince that many large sums were owing to the bank, and that considerable amounts of real estate, and other property, had been transferred to the company from their embarrassed debtors. The balance against the bank at Adelaide, after deducting the current year's profits, is rather under 6500l. A sum of 1977l. has stood at the credit of reserved profit's account, but, as such an entry must be really nominal, while a deficiency exists upon the ordinary profit and loss account, the directors cancel that amount, by transfer to profit and loss, in partial liquidation of the former balance. The profits upon the ordinary banking business at Adelaide, for the past year, would have been about 8000l., had they not been swept away in the severe scrutiny to which the bank's assets have been subjected. The proprietors will, therefore, notice the fair ground for anticipating prosperous days, now that the bank may be regarded as emerged from the past difficulties of South Australia. The London accounts, arising chiefly from large receipts for interest on capital, due from the South Australian Company, show a considerable surplus over the home expenditure, by furnishing above 2000l. in reduction of the 4845l. debit on the general accounts of 1844. The directors have for the present deferred drawing the usual salary. No decision can yet be obtained from Government about the Charter of Incorporation, but the court will take care to press it at every convenient opportunity.

The following statement of the liabilities and assets of the Bank in South Australia on the 25th November, 1844, was read:—

Liabilities.

Notes in circulation, not bearing interest	£10,521 10 0
Bills in circulation, not bearing interest	909 9 8
Cash deposited, not bearing interest	32,918 17 6
Cash deposited, bearing interest	18,028 16 11
Total liabilities	£53,378 14 1

Assets.

Gold, silver, and other metals	23,342 15 9
Landed property, &c.	7,653 3 7
Balances due	1,163 15 10
Colonial Government securities	6,532 12 10
Debits due to the bank	137,700 6 4
Total assets	£176,392 14 4

The CHAIRMAN having moved the adoption of the report, and that it be printed and circulated, Mr. TIMPSON could not agree to the propriety of the reasons assigned for there being no dividend that year, and wished to know the cause of there being a diminution in the assets, compared with preceding year?

The CHAIRMAN explained that there was no diminution in the assets during the last year, but that the former deficit arose from the bank having drawn on funds which they had no right to touch, and which they had been obliged to pay out of the capital of the company. The expenses of management had been reduced to the lowest possible amount. The profits last year were about 8000l., and one-fifth would be devoted to defray the preliminary expenses.

Mr. TIMPSON having expressed a particular desire to hear the statement of Mr. Morphet, the local director at Adelaide, before he seconded the resolution of the chairman, that gentleman entered into a very lucid and comprehensive statement of the circumstances of the society, the substance of which was, that the losses sustained for the last two years had not been more than 1000l., and that the losses of early years had been inevitable, from the character of the transactions—namely, credit with persons unknown; that, considering all circumstances, there were few establishments in a more flourishing condition. The strictest spirit of economy regulated the management, and the reduction of officials was almost too great. In fact, the company were in this condition, that they had sacrificed but two years' dividends for the establishment of a business that would yield a certain profitable return.

Resolutions to suspend the payment of any dividend this year, and also that Edward Divett, Esq., and J. H. Leckie, Esq., be re-elected as directors for the ensuing year, were passed unanimously, at the same time paying great eulogiums on these gentlemen, and upon Mr. Morphet (the local director), Mr. Stephens (the Adelaide manager), and Mr. Wheeler (the London manager).

SOUTH AUSTRALIAN COMPANY.

The ninth annual general meeting of this company was held on Thursday, the 26th instant, at their office, New Broad-street, for the purpose of electing two directors and two auditors in the place of those who go out by rotation. The meeting was very numerously attended, and their attention was particularly directed to some very fine specimens of copper and lead ore brought over from Rapid Bay, South Australia, by the son of Mr. H. Giles, the company's manager in that colony.—G. FIFE ANGAS, Esq. (the chairman of the company), took the chair, with whom was E. Divett, Esq., M.P., T. R. Todd, Esq., and other directors.—The SECRETARY (D. McLaren, Esq.), read the advertisement convening the meeting, and the minutes of the last meeting, which were confirmed.—The CHAIRMAN stated that the report would be read to them, and he and his colleagues were ready to give every information respecting the affairs of the company; but, at the same time, he had to regret he could not announce a dividend.—The SECRETARY read the report of the directors: the principal points of which are as follows:—"The value of the company's property amounts to 268,496 7s. 3d. The board has the high satisfaction of informing the proprietors, that lodes of copper and lead ore have been found on some of their lands, and have the pleasure of submitting to the meeting various specimens of both kinds lately received from the colonial manager. Similar ones have been assayed. The copper ore has been found to contain 19 per cent. of fine copper; and the lead ore 66 per cent. of lead; and 14 oz. 15 dwts. silver in the ton of ore. The valuation of the cattle has been reduced this year—a deduction of 10s. a head having been made in the price of the cows and heifers; and of 5s. in that of the calves: the former being now estimated at 4l. 10s. each, and the latter at 12l. The value of sheep is decidedly rising in all the Australian colonies; our manager was lately offered 15s. per head cash, for our best flocks of young ewes, which he refused. The sales of sheep and cattle for the year ended 31st October last was 2,5971 3s. 6d. The natural increase of the flocks and herds during the year has been 9754 lambs; 572 calves; 22 foals; 19 pigs; and 22 goats. The gross number of stock was 31,848 sheep and lambs; 2364 horned cattle; 75 horses; 17 swine; and 55 goats. The present season's clip of wool—consisting of 337 bales; 76,757 lbs.—arrived on the 6th instant. The total quantity exceeds that of last year by 13,058 lbs. Already upwards of 1300 tons of copper and lead have been received in England from the mines of South Australia, with every prospect of the quantity being greatly increased, as the mines are worked at little expense.

GEORGE MORPHETT, Esq., a gentleman who has recently returned from the colony, where he has resided for some years, rose for the purpose of moving the adoption of the report. He said, that the colony and the company were so united that the one must rise or fall with the other. Having been a long time in that country, he was able to appreciate its resources; and, although at present rather depressed, he was certain it would ultimately flourish, and return a profit to the shareholders in this undertaking. There have recently been discovered some most valuable mines of copper, lead, and other ores, that, when once brought into work, would be a most profitable speculation and lucrative resource, not only to the colony, but the interests of the company. What they ought to do was, to improve their sheep and cattle, and then send them to the best markets, that would soon make a return for a dividend.

The Rev. Mr. TIMPSON seconded the adoption of the report, although he objected to that part announcing that there would be no dividend. He considered that the directors ought to pay a small portion, as it is now the third year that there has been no dividend.—The CHAIRMAN explained, that there had been very great expenses incurred in buildings, improving the land, the sale of stock very limited in consequence of the unsettled state of the country, and the great arrears of rent due to the company, in consequence thereof, by the colonists. What is received goes to a general stock, but does not come home, so as to enable them to pay a dividend. He had no doubt that the rents would soon be paid, now that affairs were more prosperous, and there is now in the port of London 5000l. in wool, unsold.—A SHAREHOLDER remarked that he saw no chance of a greater improvement. He was not satisfied at the manner the affairs were conducted in the colony, and he considered there was a great apathy on the part of the directors in this country.—The CHAIRMAN replied that, if Mr. Morphet saw anything wrong in the colony, he should be glad to hear him. No doubt that, at a distance of 15,000 miles, there were many faults committed; but the directors had done their best on that point.—G. MORPHETT, Esq., spoke very highly of the conduct of their manager out in the colony (Mr. H. Giles) as an indefatigable and trustworthy gentleman.—E. DIVETT, Esq., M.P., entered into a very long detail of the price that had been primitively given for land, and the present value of it, after the improvements the company had made. They had at present 45,000 acres of land, 20,000 acres of which were used for fattening cattle. The lands in the vicinity of Adelaide are good, and let at 4s. and 5s. per acre, of which 11,000 acres are let. In the town allotments, small portions that have been sold realised as high as 1000l. per acre, but the average price is from 20s. to 30s. per acre.

The CHAIRMAN remarked that when the company first started, there was not a single human being in the colony, since which there have been sent out 3000 English settlers, and 1000 Germans, and more are going out. Government is also about to renew emigration to the colony, which will, as a matter of course, increase the demand of provisions. After the report was passed unanimously, with the general approbation of the shareholders present, E. Divett, Esq., M.P., and John Fussell, Esq., were re-elected as directors; and John B. White and Chas. Roberts Esqs., as auditors.—A vote of thanks was passed to the chairman and the board of directors, for the explicit and excellent manner in which they had conducted the affairs of the company; and also to the secretary, all of whom returned thanks.—The meeting then separated.

of capital, and competent people to conduct the operation could only be met at a high salary. It is probable we might try to reduce the poorest

of capital, and competent people to conduct the operation could only be got at a high salary. It is probable we might try to reduce the poorer ores and "smalls" to a state of regulus, but it is doubtful whether the waste of the metal by smelting would not more than counteract the saving in freight. This naturally leads me to another most important point—the means we have at our command to ship the ore to England. In this, as well as in every other respect we possess great advantages over the Chiliian and Cuba mines, as the number of woodships loading every year from Adelaide, Sydney, Port Philip and Hobart Town, who all require a great quantity of dead weight, will ensure to us the transmission to England of some thousands of tons of ore at a moderate rate, without encroaching an inch on the room required for wool. The quantity of oil is small, in comparison to the number of ships, and boiling down of sheep and cattle will long ere this have ceased, from the improved state of affairs. I would call the attention of shipowners to this subject, to let their ships call at Port Adelaide on their way out to Sydney and the other colonies, to put the goods intended for Adelaide amidsthips, and then to take in whatever quantity of dead weight they require as ballast, in ore. Several hundred tons have already been shipped in this way; a vessel could easily call at Port Adelaide, and sail again in ten or twelve days; they would, most probably, carry sufficient colonial passengers to pay their port charges, and, instead of having to give 2s. 6d. per ton for sand ballast, they would make a clear gain off from 10s. to 15s. per ton. Time is not of such importance at certain seasons of the year, as it is well known vessels have often to lie three or four months at the different ports, and it will be well worth their while to make an intermediate trip to Adelaide, to fetch the ore. Nothing can be more convenient than the means of putting it on board: the vessels lying alongside the wharf where the ore is brought to them. I look forward that a number of coasters will shortly find constant employment in taking our ores to the different neighbouring ports for trans-shipment. Thus far I have endeavoured to give you an outline of our mining operations up to the present moment. They are as yet in their infancy: nevertheless the proprietors of the lead and copper mines can hardly be blamed if they are a good deal sanguine as to ultimate results. The benefit these mines will confer upon the colony generally is unquestionable. It is surely not unreasonable to expect that British capital will be profitably employed in a colony already in such a forward state of progressive prosperity; let confidence in our resources once be established, and I foresee the day when the formerly much abused colony of South Australia will take a proud and prominent station amongst British possessions. The large increase in the population which these and other still to be discovered mines will eventually draw into the colony, will open an outlet for the disposal of that surplus grain, which, unfortunately, has hitherto hung so heavily on the hands of our agriculturists—a most deserving and industrious class of people. Whilst on this subject, I cannot refrain from pressing upon the earnest attention of those gentlemen present, who, from the position they hold, may be able to bring it again at a fitting time under the notice of the Government—I allude to the importation of Australian wheat into England duty free. I do not pretend to know anything about the momentous question of the corn laws; but this I know, that it is against every principle of justice to grant a boon to one province which is refused to another; and I can see no reason why South Australia—which contains 20,000 of as loyal and dutiful subjects as her Majesty possesses anywhere—should be refused that which is granted Canada. I have trespassed greatly upon your patience; but as a South Australian colonist, I cannot let this opportunity pass without expressing in the presence of this important meeting the sense I feel of the eminent services rendered to the colony by Capt. Grey during the period of his administration. It has been officially announced that he has been appointed to the Government of New Zealand; by this time he will probably have left South Australia, and our colony has lost the fostering care of one who has been eminently successful in rescuing it from the sad state in which he found it. It would take me too long were I to expatiate at length on this subject. I will merely add, that South Australia has never had a better or a firmer friend, and to every word which has lately been spoken in praise of him by those from whom praise is having I most cordially assent to. The Government could not have selected a man more adapted to the urgent necessities of New Zealand, and every friend of South Australia must wish with me that his Excellency may be as successful in his most arduous new position as he has been in South Australia; for New Zealand's prosperity will surely also benefit South Australia.

ENGLISH MINES.

WES. WHEAL JEWEL MINING ASSOCIATION

June 23.—In the 100 fathom level west, on Wheal Jewel lode, the lode is nine inches wide, containing stones of ore; in the 100 fathom level east, on ditto, the lode is worth 10*l*. per fathom. In the eighty-five fathom level east, on ditto, we have intersected a cross-course, and are now driving south to cut the lode; in the eighty-five fathom level west, on ditto, the lode is worth 10*l*. per fathom. In the seventy fathom level west, on ditto, the lode is worth 5*l*. per fathom. In the eighty-five fathom level west, on the new lode, the lode is nine inches wide, composed of spar, peach, and muncie; in the eighty-five fathom cross-cut north the ground is harder for driving. In the winze, sinking below the forty-two fathom level, on Buckingham's lode, the lode contains stones of ore, but not of value. In the thirty fathom level west, on Tolcarne tin lode, no lode taken down; in the thirty fathom level east, on Morcomb's lode, the lode is two and a half feet wide, unproductive.

S. LEAN. R. JOHNS.

June 21.—The engine-shaft is completed to the eighty fathom level, a platt cut, &c., and we are now fixing a penthouse, previous to sinking for a deeper level, opening on the lode, &c.; the depth of this shaft from the surface is 104 fms. 3 ft. 6 in. diagonally, and 82 fms. 3 ft. perpendicularly. The ground in the sixty fathom level east continues favourable for driving, but no lode has been taken down during the past week. The lode in the forty fathom level west is new and disordered by the cross-course mentioned in our last report; it is, nevertheless, large, and contains spots of yellow copper ore; the rock on the hanging wall is traversed by small veins of friable quartz, containing ore of good quality; the end in the deep adit, extending north, is still in good ground. At the new mine the lode in the ten fathom level east is gradually improving, containing, not only spots, but good stones of ore; the size of the lode is not known, as we continue to drive on the south part of it; we propose, however, putting through it in some part of the ensuing week, both on account of the favourable appearance, and of a slight alteration which has taken place in its bearing. Nothing has been done in the winze during the last fortnight, owing to the water having risen above the bottom of it; we do not anticipate doing more here for the summer, as the surface water is evidently decreasing. The lode in the ten fathom level west never presented more favourable appearances than it does at this moment; the part on which we are driving (about four feet wide) is ore throughout, with a regular leader about six inches wide, producing good saving work. A sudden favorable turn of the lode in the eastern level (before alluded to), together with other improved appearances, prevented our having commenced sinking the engine-shaft at the time specified. Our engineer, Mr. W. West, was on the mine yesterday, making arrangements with a relative to the steam-engine house, &c. We hope to proceed with this work next week, and to carry it on in a spirited manner. J. PRICE, T. PENALUNA

June 24.—In Williams' shaft, we are getting on favourable. In the eighty fathom level east the lode is three and a half feet wide, producing ore throughout, of fair quality; west, the lode is three feet wide, not producing any ore. In the seventy fathom level east the lode is two and a half feet wide, fourteen inches on the north part good ore; west, the lode is three and a half feet wide, producing a small quantity of ore. In the winze the lode is six feet wide, ore of average quality; the lode in the diagonal shaft has not been broken in the past week. In the sixty fathom level, east of eastern shaft, the lode is three and a half feet wide, two feet on the north part producing ore of average quality; west of Harper's winze the lode is two feet wide, one foot ore of good quality; east of James's shaft the lode is four feet wide, ore of average quality; in James's shaft the lode is three and a half feet wide, poor. In the fifty fathom level, no alteration. In the thirty fathom level the lode is eighteen inches wide, four inches on the south part good ore. In the ten fathom level, the lode is one foot wide, with some stones of ore. At Wheel Sparrow, in the fifty fathom level east the lode is two and a half feet wide, fourteen inches of which is producing ore; west, the lode is two feet wide, producing good stones of ore; east, on Stacey's lode, the lode is one foot wide, poor at present. In the forty fathom level east the lode is two and a half feet wide, good ore; west, the lode is eighteen inches wide, unproductive. In the thirty fathom level, we have suspended the end, and commenced sinking a winze, to ventilate the 40 fm. level, driving west from James's shaft.

T. TREYENK. E. WILLIAMS.

June 21.—In Christie shaft, below the eighty fathom level, we are sinking in the country, ground favourable. In the sump winze, below ditto, no lode taken down since last report. In Garden's shaft, below the seventy fathom level, we are still sinking in favourable ground. In the seventy fathom level, west of Good Fortune, the lode is two and a half feet wide, yielding some good ore; in the same level, east of ditto, the lode is two feet wide, with stones of ore. In the sixty fathom level, west of ditto, the lode is three and a half feet wide, producing stones of ore; in the same level, east of ditto, the lode is about two feet wide, but little mineral. In the fifty fathom level, west of Symon's, the lode is about two feet wide, worth 8*l*. per fathom. In the forty-four fathom level, west of ditto, the lode is eighteen inches wide, not much ore. In the thirty-four fathom level, west of ditto, the lode is twenty inches wide, producing some ore, and looking kindly. In the rise, above the twenty fathom level, the lode is two feet wide, worth 6*l*. per fathom. In the winze, below the adit, the lode is twenty inches wide, little mineral.

W. SYMONS.

June 23.—We are still continuing to sink Kuskey's engine-shaft under the thirty-two fathom level; the branch is five inches wide, with goods spots of black and yellow ore. Kuskey's lode, in the thirty-two fathom level west, is one foot wide, unproductive at present. We shall now be enabled to drive the twenty fathom level again in the course of a day or two, as we have holed the rise in the back of this level to the old men's workings, under the ten fathom level. At the twenty fathom level, on the north lode, west of Williams's winze, the lode is eighteen inches wide, yielding some good work for tin, and very promising. We have commenced working the flat-roads on Wheel Providence lode on Saturday last, and shall begin to sink the flat-rod shaft, under the twenty-one fathom level, in seven or eight days. At Wheel Nut we are still sinking under the thirty fathom level, ground favourable, lode eighteen inches wide, yielding some tin; in the thirty fathom level east the lode is two feet wide, saying work for tin; this end we have discontinued to drive, in order to drive a cross-cut path to cut middle lode, under the old men's workings, in which there is some good work for tin; the lode in the thirty fathom level west is one foot wide, reducing some tin. The lode in the twenty fathom level east is two feet wide, reducing some spots of ore and tin; the lode in the twenty fathom level west is twenty inches wide, worth 3/4 per fathom for copper ore; at the twenty fathom level, on middle lode, we are sinking a winze to hole on the cross-cut of the thirty fathom level, where we expect to open ground, which will work, half tribute.

S. NOELL. P. EDDY.

June 23.—Johnson's engine-shaft is sunk three fathoms below the 100 fathom level; at this level, driving south, the lode is small, at present producing silver-lead ores; in the north end the lode has been intersected, and holed by a side. In the ninety fathom level, driving north, the lode has not been taken down; the rise, in the back of this level, south of the engine-shaft, has been communicated with the eighty fathom level: we have again commenced driving south, the lode is worth 32 per fathom; in the eighty fathom level, driving north, the lode has not been taken down since last report. In the seventy fathom level, driving south, the lode has a kindly appearance, producing stones silver-lead ores. At the north mine, in the eighty fathom level, the lode continues large, intermixed with silver-lead ores. In the seventy fathom level the lode is eighteen inches big, and worth 71 per fathom; in the forty fathom level we are driving through tribute ground. Our last parcel of ores (computed ninety tons), has sold for 19*l*. 19*s*. 6*d*. per ton. J. T. PHILLIPS.

June 23.—The ground in the new engine-shaft is favourable. We shall soon to the ninety fathom level. The lode in the eighty fathom level east is two and a half feet wide, worth 8*l*. per fathom; the west end of the same level is producing good stones of ore and kindly. The lode in the seventy fathom level east is two and a half feet wide, one foot solid yellow copper ore, worth 25*l*. per fathom; the lode in the same level west is twenty inches wide, worth 12*l*. per fathom. The lode in the sixty fathom level east is two feet wide, producing good work for tin and copper ore, worth 12*l*. per fathom; the same level west is at present unproductive, as is also the fifty fathom level west; this level is now passing through a cross-course. The winze, sinking under the seventy fathom level, east and west of the shaft, are producing good work for copper ore. Our pitches, on the whole, are looking well. At Palmer's, the water is increased so much in the shaft, that we can sink it no further without a lift, which we are making preparations to fit as quick as possible. The lode in the sixty fathom level west, on the north part, is two feet wide, worth 8*l*. per fathom; the winze sinking under the forty-eight, to come down on the level (sixty), is worth 4*l*. per fathom; the west end, on the south part, is producing some good ore, and very promising, as is also the forty-eight fathom level west, on the same part. In the south mine, the water is in fork to the 42 fathom level. We are clearing the levels as fast as possible, in order to commence driving them; and are raising good work for tin from the pitches. On the whole, I am glad to say, our prospects continue good. W. PAUL.

June 21.—North Tincroft lode, in the seventy fathom level, is six feet wide, with 25¢ per fathom; we have commenced driving west at the same level, which we have some stones of ore, but are not yet completely free from the cross-course; we have this day set the flat-rod shaft to sink from the seventy fathom level, at 12¢ per fathom. We have also set the ninety-fathom level to drive east on Eudey's lode, to communicate with the winze sink under the eighty-two, which is about five fathoms before us. We hope to have the pitwork, &c., in good order for sinking Chapple's shaft below the 140-fathom level in the course of a month; in the 170 west we are carrying Chapple's lode four feet wide, which is worth 20¢ per fathom. The stone east of the cross-cut at the 160 we have set on tribute to six men, at 3s. in the 17¢ west of the cross-cut we have set a rise to six men, at 4¢ per fathom, and in the 17 for the tin; here we are only carrying a small part of the lode; the object is to hole to the winze sinking from the 148, in which the part of lode we are carrying is four feet wide, worth 10¢ per fathom. The lode in the 140, east of Chapple's, is four feet wide, worth 6¢ per fathom. In the cross-north, at the 138, we have not yet cut the lode. The ground continues payable in the cross-cut north at the 160. In the twenty-nine cross-cut from Rogers' shaft we have not yet cut the lode; we are now satisfied the underlay must have been greater than was expected. Our tin tribute determinant is looking favourable; I beg, at the same time, to remark, that the standard payment for the tributary tin is 40¢ per ton, after deducting the remaining charges.

A. EUDEY.

June 23.—At Wheal Marquis, in the seventy fathom level east the lode is one and a half feet wide, composed of gossan, spar, and ore, good saving work; there has been no lode taken down in the fifty-eight fathom level east since last year; in the winze in the bottom of this level (the fifty-eight) the lode is two and a half feet wide, worth 18*l.* per fathom. The lode in the forty-seven fathom level west is without alteration; the lode in the deep adit level east is fifteen inches wide, composed of spar and mundie; it is expected that the red communication of the deep adit with the forty-seven fathom level will be effected in a few days; the pitches are much the same. At Ding Dong, the lode in Thomas's engine-shaft is two and a half feet wide, and worth 30*l.* per ton for tin. At Wheal Tavistock, in the twenty-five fathom level, west of Philip's engine-shaft, the lode is two and a half feet wide, composed of tin, spar, and ore, saving work; the very kindly appearance of this lode raises the most sanguine expectations as to the result at a greater depth. Delve's Kitchen we continue to clear the adit level.

J. PHILLIPS.

CONSOLIDATED TRETOIL MINING COMPANY.
mine 23.—The lode in Henwood's shaft, sinking under the sixty fathom level, is four feet wide, composed of prisms, spar, apatite, and yellow ore, and worth about one fathom; the shaft is now down nine fathoms below the sixty fathom level; the lode in the sixty fathom level, west of Henwood's shaft, is eighteen feet wide, producing some good ore, and opening tribute ground. The lode in the thirty fathom level, east of Henwood's shaft, is small and unproductive.

HENRY WILKINS.

Current Prices of Stocks, Shares, & Metals.

Current plates in Divisions, Months, & initials.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

COPPER ORES

TOTAL PRODUCE.

COPPER ORES

BLACK TIN

LATEST CURRENT PRICES OF METALS.

THE UNIVERSITY OF CHICAGO

COAL MARKET, LONDON.

BRITISH MINES

125 Niagara Rock	9 ..	9	46114 United Brethren	20 ..	21
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RAILWAY SHARE LIST, AND TRAFFIC RETURNS.

The following are current prices of Railway Shares, not included in the above Table:—

1. The enclosed applies to HENRY EMOUGH at the Office.

London:—Printed and Published, weekly, by HENRY ENGLISH, at the Office,
No. 26, FLEET-STREET,
in the city of London, where all Communications and Advertisements are requested
to be forwarded—addressed to “the Editor”—post-paid. [June 29, 1845.]

The Mining Journal.

No. 514.]

ENLARGED SHEET.

[JUNE 28.]

RAILWAY GAZETTE.

THE RAILWAY GAUGE QUESTION.

The unaccountable decision at which the House of Commons has arrived on this important subject, has, by no means, set the matter at rest, but it continues to be the all-absorbing question in the railway world. It does appear to us plain, and we have a large majority of the scientific and commercial community in our favour, that the gauges should not be allowed to interfere with each other—the only question then remains, which one shall we adopt? and, as both are allowed to be equally safe, if properly managed, as the narrow gauge has, in railways already constructed and applied for, the advantage by at least 10 to 1, and, as it can be constructed at so much less cost, it appears clear, that legislative measures should be adopted for its continuance. It is evident that the Grand Junction Company invites the introduction of the broad gauge northwards, with strong indications of adopting it themselves, if only for the purpose of opposition to the London and Birmingham Company—indeed, they plainly speak of the formation of another line, independent of the Birmingham, and which shall give them a fair competition in the traffic between London, Liverpool, and Manchester. The unhappy differences which have so long existed between these two companies will, probably, be still further widened by the discussion on this question; and, should any great rival line result therefrom, the consequences may be most serious to the companies and the public, depreciating the value of the shares, and tending to the subsequent establishment of a powerful monopoly, by the absolutely necessary amalgamation of the competing companies. As far as the proprietors of the large iron and coal works, in different parts of the kingdom, support one side of the question, it appears that the memorial presented to the House was signed by the representatives of forty-six iron-works, fifty-seven furnaces, and ninety-eight collieries, in favour of the narrow gauge; while, for its opponents, only thirty-seven iron-works and nine collieries were represented, and when it is stated only 8 per cent. of these staple articles of production are shipped at Bristol, and 50 per cent. at Liverpool, Hull, and the other northern ports, the decision of the question, we think, ought not to be made one of difficulty, or party feeling, seeing it involves the interests of so large a portion of the community. We are glad to observe, that, notwithstanding his defeat, Mr. Cobden, in the House of Commons, on Thursday, moved a resolution to the effect—“That, it having been represented to this House, by petitions from various public bodies, as well as from merchants, manufacturers, and others, that serious impediments to the internal traffic of the country are likely to arise from the ‘breaks’ that will occur in railway communications, from the want of a uniform gauge; and these representations not having been fully inquired into by any committee of this House upon private bills, and it being desirable that the subject should be further investigated, an humble address be presented to her Majesty, praying her Majesty to be graciously pleased to issue a commission, to inquire whether in future private acts for the construction of railways, provision ought to be made for securing a uniform gauge, and whether it would be expedient and practicable to take measures to bring the railways already constructed, or in progress of construction, in Great Britain, into uniformity of gauge; and to inquire whether any other mode of obviating or mitigating the apprehended evil could be adopted; and to report the same to this House.” After some few observations from several members, this was agreed to; and we hope an effective commission will be appointed, and, looking at the question fairly and impartially, will come to a decision, which will protect the vast amount of property sunk in railways from depreciation, by the introduction of schemes, having no real superiority, at the same time finally settling the question, by obtaining a legislative enactment, that every railway in future to be constructed, shall be on the narrow gauge of 4 feet 8½ in. Such an enactment would not effect seriously the 300 or 400 miles of railway on the broad gauge; as in any case, in the west of England, where they might encounter each other, Mr. Brunel's apparatus, for shifting trains, might be effectively applied, until probably, at some future day, it might be found advisable to reduce the gauge of these lines to that of the northern railways. The question at issue is the most important of any one that has yet affected railway property, and we trust it will receive that investigation which it naturally merits.

ACCIDENTS ON THE GREAT WESTERN RAILWAY.

Sir,—Nothing but a sense of public duty has induced me to address you on the following subject. The late accident upon the Great Western Railway produced the natural considerations or questions applicable to every railway in the kingdom. When your curves were laid, they were constructed to a speed inferior to the velocity you have now obtained. By this increased velocity, has not the centrifugal force—or, in plain English, has not the swing—upon the train, when turning the curves, become greater than it was?—It certainly has; then, should not the curves be expanded, or relaid, upon a longer radius, to counteract the oversteering power of this increased swing, or centrifugal force?

Upper Holloway, June 25.

J. G. PEAT, R.N.

PILBROW'S ATMOSPHERIC RAILWAY SYSTEM.

Sir,—I have just had an opportunity of reading your correspondent's reply (if such it can be called) to my small voice from the workshop, respecting the Pilbrow system of railway propulsion. When that time arrives when abuse and personality, and sliding away from the real question at issue, becomes to be considered as reasonable argument, then, and then only, will such a mode of writing as your correspondent has thought fit to adopt, be recognised. That I am no literary character is a misfortune of mine, no doubt, as I admit I am no hand either at the pen or grammar—to say nothing of other literary defects—but that I am a practical man, who has obtained, and is still obtaining, his practical knowledge from toil of head and hand “in the workshop,” is most true, and if your correspondent, or some of his less pert and confident brother shareholders, would just take the trouble to confute what I have stated, by the result of actual full-sized experiments on the point at issue—viz., the total destruction or otherwise of the teeth of racks and pinions of the Pilbrow apparatus—then, and then only, will I make my bow and submission to the superior intelligence of your correspondent. This is no personal question; it is one of the most plain and practical character, and is not to be set aside by abuse and mere literary criticism—a plain practical fact is not to be set aside because the hand that details it is either dirty, or is unaccustomed to announce it in severely grammatical periods; to that kind of knowledge I dare say I need not tell you I have no pretensions, but as to the acquaintance with the nature and capabilities of iron and other materials to withstand certain forces, applied under certain conditions, some twenty-eight years of pretty hard and constant toil in the acquirement of such useful knowledge has given me just grounds for being somewhat confident in my predictions in such a case as Mr. Pilbrow's system of propulsion. If your correspondent will enter the field of fair discussion, and reason on facts, I shall be delighted to let your readers have an opportunity to judge between us; but, far rather let the unfortunate shareholders get the experiment made which I suggest by an impartial party, and I will abide the result.—Manchester, June 23.

A VOICE FROM THE WORKSHOP.

ECONOMY OF LOCOMOTIVE POWER.—This is a subject which has attracted the attention of our first engineers, but more particularly so at the present moment, when railway speculations, not only in this country but on the continent, are the principal topic of scientific jurisprudence. The economy of locomotive power is a desideratum that both engineers and companies have under their special consideration: many excellent treatises have been written on this point, each inventor considering his own the best, the safest, and the most economical. A very clever description of expansive working in locomotive engines, and of a new method of applying it, has been given by T. G. Bodmer, Esq., of Manchester. After numerous experiments, the working of steam-engines expansively has been found highly beneficial, more especially where high-pressure steam is employed; but in stationary steam-engines of a long stroke and slow motion, the amount of expansion, as well as the pressure at which the steam can be applied, is limited, for the following reasons—first, because, if the steam were cut off at an early part of the stroke, the motion would become too irregular; and, secondly, because admitting the steam at a very high pressure would act injuriously on all parts of the engine; and it is limited with regard

to condensing engines, because, by admitting the steam to a sufficient extent for producing a regular motion, its temperature would be too high for condensation. The method of working locomotive engines without a variable expansion gear, besides the waste of steam, the expenditure is out of proportion with the amount of power thereby obtained; because, while the pressure of the steam remains the same at all positions of the crank, the power exerted upon the periphery of the driving-wheel becomes greater when the crank moves comparatively through the greatest space—the wheel consequently acquiring a greater velocity than can be communicated to the engine, and slipping upon the rails, without any other effect than additional wear and tear. But where the variable expansion gear is used, the steam acts with the greatest force when the crank is in a position to produce the most useful effect upon the wheel. It is, therefore, necessary that an expansion gear, in order to answer all its purposes, must not only admit the steam at its full pressure, but cut it off instantaneously. In compensating engines, the power is divided upon two pistons; wherefore, comparing the cylinder of a compensating engine with one of an ordinary engine, the former will produce the same amount of power, with half a sectional area of the latter; secondly, that as with a given diameter of cylinder an ordinary engine would require a 9-inch crank, and a compensating engine, being alike, a crank of half the size only, the centrifugal force of the connecting rods, &c., would, in the latter case, be reduced to one-fourth; and, thirdly, whereas the ordinary engine has to resist a constant strain upon all its parts, from the nature of the action of the pistons in the compensating engine, all the strain is solely confined to the pistons, piston rods, and connecting rods, and, if made strong, all the rest of the engine may be made comparatively light. It is a well-ascertained fact, that the greater the velocity at which an ordinary locomotive engine travels, the greater becomes its back and forward, and lateral, or oscillatory, motions. If the effective pressure of the steam is not under 90 lbs. per square inch, these engines may be worked with heavy trains, at an expenditure of coke not exceeding 12 lbs. per mile; and the advantage of the expansion gear, over the ordinary locomotive engine, with an overlap and lead of the valve cutting the steam off at four-fifths of the stroke, is a saving of coke of 23-32 lbs. per mile on a level, by using the steam at the same pressure, but cutting it off at one third, instead of four-fifths of the stroke.

TRIALS OF THE DIFFERENT SYSTEMS OF ATMOSPHERIC RAILWAYS.

It appears that a great controversy, indecision, and even injustice, has been practised on the part of the Minister of Public Works in Paris, on introduction of atmospheric railways into France. M. Arago has recalled to the memory of this intelligent functionary, the words pronounced, written and published by M. Dunon himself, “We propose to establish a double line; to try one on the French system, and the other on the English system.” Notwithstanding this formal declaration, and the grant made by the Chamber of Deputies in consequence of such declaration, the Minister very cavalierly declares to M. Hallette, “If you wish to try your system, do it at your own expense; but I will not give you any portion of the 1,800,000 f. that the Chamber has placed in my hands.” This is what he calls natural justice. It was distinctly understood that 4000 kil. of atmospheric railway should be laid down on a double line—one to be on the Messrs. Clegg and Samuda's system, which is called the English; and that of M. Hallette's, or the French system, which has been tried at St. Germain, and highly approved of, but the Minister did not think proper to give it a fair trial or assistance in so doing; but has decided upon the former—thereby overthrowing all experiments that may be attempted by French civil engineers, or those unconnected with the Government. M. Arago makes the following pithy remarks on the subject:—“The Minister has not thought proper to answer a question I consider that I might justly insist upon. The English system is now being tried on a large scale in England; it, therefore, appears to be unnecessary that we should try the experiment ourselves. We can, therefore, take advantage of the trouble and considerable expenses that will be incurred by our neighbours; but it is only justice to try ourselves the French system, which the English do not trouble themselves about.”

BIRKENHEAD AND HOLYHEAD JUNCTION, AND MOLD EXTENSION RAILWAY.

A comprehensive scheme, for providing a direct communication between the large towns of Lancashire, the ports of Liverpool and Birkenhead, fast rising into importance, and the rich mineral district of North Wales with Holyhead, is now before the public. The line will commence at the new docks now forming at Birkenhead, and from thence proceed by Bidston, Moreton, Hoylake, West Kirby, and Heswall, to Parkgate, thence across the Dee to Flint, joining the Chester and Holyhead Railway, and along the Conway Brook valley to the town of Mold. Two branches are also proposed to be formed, one from near Parkgate, to connect itself with the Birkenhead, Manchester, and Cheshire Junction line, and the other from near Wallasey to New Brighton. This line of railway will open out the most direct, as well as the shortest and cheapest, communication between the rich mineral and coal districts of North Wales, with commodious shipping ports, and the extensive markets of Lancashire and Staffordshire, securing a large return traffic in the agricultural and manufactured produce of the neighbouring counties, and as forming the high road between the centre of the kingdom by Liverpool and Holyhead to Ireland, as well as a new and expeditious route to the splendid romantic scenery of the vale of Clwyd, will secure a large amount of passenger traffic. The distance saved by this line (if formed), between Holyhead and Liverpool, will be eleven miles, thus effecting a saving in that proportion in time and cost, and it is believed that the traffic in coal and lime alone will return a good percentage on the capital; the former could be shipped in the Mersey, or delivered at Birkenhead or Liverpool, at one-third less than it is now selling at, and lime, which now brings 20s. per ton, could, after paying a fair tonnage, be sold at 13s. In connection with this line is a project, which may at any time afterwards be carried into effect—viz., the formation of a dock in the Dee, should it be found desirable. In carrying out this part of the plan, which would connect the line at once with Liverpool and Birkenhead, nearly 8000 acres of land would be reclaimed from the sea, the value of which alone would effect a very considerable reduction in the cost of the works, and by the construction of a tidal basin at Flint, with capacious locks, &c., a constant communication would be obtained for large vessels between Chester and Flint, as the depth of water would be constant and uniform. From Parkgate to Flint the channel is narrow, and it is here proposed the railway shall cross the remainder of the distance; between the Cheshire and Welsh coasts is a large bank, easily accessible at low water, and forms the land proposed to be reclaimed, which could be accomplished either by an embankment, or on piles. The only difficult engineering works would be at this spot; the rest of the line is easy of construction, and on a capital of 500,000L, considered ample for the undertaking, a fair return may be expected.

GREAT INDIAN PENINSULAR RAILWAY COMPANY.

In the Mining Journal of the 31st ult., we noticed at some length the formation of two companies, for the purpose of carrying out a system of railways in India, under the sanction of, and in connection with, the East India Company. The one under the above title is now in a matured state, and prepared to act as soon as the investigations, which have been commenced by the authorities, and now prosecuting, are concluded. It is intended ultimately to construct 1300 miles of railway, but traversing such districts and uniting such important points, that it will not, by any means, depend upon its whole length for success, but can be completed in portions, each developing its own amount of traffic, and producing an ample return for the capital invested in them. The chief object of the Great Indian Peninsular Railway is the connection of the interior with Bombay on the one hand, and the eastern coast on the other, traversing rich and fertile districts, and connecting the important towns of Nagpore, Hyderabad, Poonah, Auranabad, Ahmednagar, &c., as well as the three seats of British Government—Calcutta, Bengal, and Bombay. Nothing can so improve the great and natural advantages of India, as the carrying out a comprehensive scheme of railway communication; for, though in the midst of its fertility, many of the inhabitants are found poor, such poverty is easily traced to the want of more perfect communication between the different districts—for wherever the slightest additional means of transit are provided, such as the commonest roads, there, in a very short period, a vast increase in the traffic is the result. The population of the whole of the districts which this line will accommodate is estimated from the highest authority to amount to between 9,000,000 and 10,000,000, that of Hyderabad alone being 800,000; and, from the results of a large public meeting held in the Town Hall, Bombay, and other circumstances, the feeling of the population is decidedly in favour of railway enterprise, and is, in fact, an object of increasing interest. With respect to the return which may be fairly expected for the capital invested, there is every reason to expect a larger percentage than is paid by any of the best paying English lines. As the cost of land will be comparatively insignificant, and the expenses of construction far less than in Europe, and from the nicest calculations which have been made, and even allowing 50 per cent. for working, and without taking into the estimate the mails, Government stores, troops, &c., there is reason to expect a return of 12 per cent. on the capital invested, which is fixed at 6,000,000L, to be raised in shares of 50L each.

LONDON AND MANCHESTER DIRECT INDEPENDENT RAILWAY—REMINGTON'S LINE.

TO THE EDITOR OF THE MORNING CHRONICLE.

SIR.—The attention of the promoters of this line was called to an advertisement in the Morning Chronicle, two or three days ago, accusing them of publishing the names there underwritten, against their wishes and authority.

It was thought at first scarcely worth while to write an answer, under the circumstances, but simply to withdraw the names, and not waste the resources of the company in idle controversy. As, however, after the withdrawal of the names from the list of those who are, or pretended to be, the patrons of Mr. Remington's line, the advertisement has been repeated, it becomes a duty to the friends of the line, to show under what circumstances the names came on the list. Prior to Mr. Remington's line being brought under public notice in the autumn of last year, a great number of gentlemen were waited upon with a declaration in favour of a direct line of railway to Manchester, and the declaration was signed by a great number of persons in London, Manchester, and various parts of England; and that document is now in existence. At the time of signature the projected line was explained to them, and many attended at the then committee-room, and investigated the surveys that had been made to Leicester. Afterwards that list, as patrons and well-wishers to Mr. Remington's line, was published in the columns of the London and in several local papers, with Mr. Remington's name as engineer, and setting out the projected line in detail, without denial, comment, or contradiction; and it did not occur to the promoters of the line now, that, within a few months, the same persons who had expressed a favourable opinion, and recorded it, would have thought fit themselves, or have been induced by others, to deny the authority they had deliberately given. The scheme was not then given up. But as it was from no fault of Mr. Remington, but rather from the fault of one of the parties now connected with Mr. Ashurst's London and Manchester scheme, too late in the season to comply with all the Standing Orders of Parliament, it was but, by a resolution of the committee, merely suspended, and the names of the gentlemen, including those in the advertisement (some of whom were on the committee), were continued as patrons to the same undertaking for which there was their own unrevoked authority.

Is this an answer or not?

Further.—If these gentlemen had but sent to the committee-room, and requested the withdrawal of their names, not as committee-men, but even as mere patrons of the projected line, it would have been cheerfully and readily done, and this course would have been the honest and manly one; but it would not have served the purpose of the party who caused the advertisement to be inserted. We know there is still enough of wealth and respectability left to insure an honest undertaking the approbation of the public.

A word as to Mr. Ashurst's London and Manchester railway scheme:—

Many gentlemen, whose names are published in the advertised list, have said, if their own words are to be believed, that their names have been advertised without their consent, many supposing that their authority was obtained for the support of Mr. Remington's line, and others without any authority whatever. The promoters of Mr. Remington's line, and others, were aware that every stratagem, *per fas aut nefas*, had been used in London and Manchester, to obtain names for some project yet to be explained, and that circumstance induced Messrs. Wilson and Cobbett, the solicitors of Mr. Remington's line, at Manchester, to advertise a public caution. As a sample, out of many, one specimen may suffice. The name of the honourable writer is omitted, as we have not now time to apply for his sanction to the public use of his name; but it may be remarked that, in his public capacity, and for commercial and manufacturing enterprise, he is one of the most eminent men of the present day:—

“London, June 30, 1845.”

“My Dear Sir,—It was never contemplated by me that my name would be advertised in connection with any particular scheme for a railway between London and Manchester; my signature was given merely to express my opinion, that a more direct line than now exists was wanted, and I had no idea that the list of signatures would have been published by Mr. Ashurst in connection with any particular project. I remain, yours faithfully,

“To R. H. Wilson, Esq., Manchester.”

One word more. When the advertisement of Mr. Ashurst's London and Manchester Railway scheme appeared, Mr. Livius and Mr. Rogers, of Bedford, called at the office of Messrs. Sadlow and Co., in Chancery-lane, at that time for some reason or another, the only advertised solicitor of Mr. Ashurst's projected line, and inquired of some person in the office, why Mr. Remington's line was to be opposed? The answer was, that Mr. Remington's line had been sold to the London and Birmingham Railway.

As Mr. Ashurst was connected with Mr. Remington's line last year for several months, during which period the undertaking was delayed, until it was too late for the promoters to take the necessary steps for its complying with all the Standing Orders of the Houses of Parliament, so as to be enabled to proceed with their case in the present session, such an answer, as was given by Messrs. Sadlow and Co., is, perhaps, significant of what was done then, and, of course, intended to be followed now. Be the result what it may, Mr. Remington's line shall be brought before the public honestly, and with all the power those now connected with it can give, and it is for the public to judge whether or not it would be worthy of support.

I am, Sir, on behalf of the promoters, your obedient servant,

JAMES DENTON, Sec. pro tem.

Committee-rooms, 29, Moorgate-street, June 27, 1845.

THE CITY AND WEST-END RAILWAY AND TERRACE COMPANY.

—This is another of several projects now before the public, for the extension and union of the railways centreing in London, with the construction of grand terraces or embankments on various parts of the proposed line, on the north bank of the river. To provide for the accommodation of persons wishing to proceed further into London than the present termini, without shifting from one train, it is proposed to lay the narrow gauge railway within the broad one of the Great Western, and, by that means, secure the most rapid communication to and from all parts of London. The city station of these extended railways is to be at Southwark-bridge, one at Charing-cross, and a third at Chelsea, and, by thus taking in and employing the mud bank of the river for the purpose, but little cost will arise in the purchase of the land, while the benefit of a fine, open, and airy river walk to the mass of the population will be immense. Another feature of great utility in the scheme under consideration is the extensive connection with the navigation of the Thames, thus enabling the shipment of the vast quantities of goods, which are daily arriving by the several lines, without the intervention of cartage, at present a source of very great inconvenience and enormous expense, as will be readily understood, when it is stated as given before a committee of the House of Commons, that one-quarter of the goods' traffic on the London and Birmingham line alone, is carted to the different wharves for shipment. The esplanades, or terraces, will, of course, be constructed with an elegance and grandeur commensurate with the boldness of the whole design, to which promenades the public will be admitted at moderate tolls, and as, from its trifling length, the small value of the land, as before-mentioned, and the vast traffic both in passengers and goods which must travel over the railway, there is every prospect, when once fairly carried out, that the project will prove a source of fair profit to the shareholders. The capital is to be 1,500,000L, in 25L shares, and we are informed by the prospectus that parties of responsibility have offered to undertake the entire construction far below the amount of capital named, the surplus being intended for any extensions, the necessity of which may hereafter be found for the prosperity of the undertaking, and the further accommodation of the public. We observe that the eminent Mr. Robert Stephenson is the engineer, which is, perhaps, the best guarantee of the practicability of the undertaking.

GREAT CENTRAL SARDINIAN RAILWAY.

—A company has been formed for constructing a line of railway nearly through the centre of the Island of Sardinia, from north to south, taking in the large and populous towns of Arisano, Sassari, Porto Torres, and the intermediate towns and districts. This large and fertile island, one of the most extensive in the Mediterranean, is highly favoured by nature—possessing, in addition to the natural productions of the soil, extensive beds of coal, ironstone, and other metals, with large quantities of timber, and, in fact, every necessary for the construction of railways, without the necessity of importation from distant lands. The line of country through which this railway will traverse, is most peculiarly favourable, consisting of level and extensive plains of which the island is generally composed, and it is highly probable that the proposed capital of 3,000,000L. will not be all required. Should such amount, however, be found necessary, the population and traffic of the island are so well ascertained and easily calculated, that the estimates show, after deducting 40 per cent. for working expenses, a return of from 8½ to 10 per cent. Each of the termini are the great northern and southern ports of the kingdom, and its situation, with respect to the other towns of the island, are such, that a competing line need not be feared, and the construction of branches to Iglesias, Alghero, and other districts in the island, must each secure an amount of traffic both in goods and passengers, which will amply repay their individual construction, and add materially to the general income of the company. There is a highly respectable provisional committee; care will be taken that the preliminary expenses do not exceed 6s. per share, and should the concession not be obtained, the whole of the deposits, with such exception, will be returned. The number of shares is 60,000, of 50L each, a certain portion of which will be reserved for Sardinia.

LONDON AND BIRMINGHAM EXTENSION, AND NORTHAMPTON, DAVENRY, LEAMINGTON, AND WARWICK RAILWAY.

Provisionally Registered, under 7 and 8 Vic., c. 110.

Capital £500,000, in 50,000 shares, of £5 each.—Deposit £1 7s. 6d. per share.

The main object of this line is to connect the eastern parts of England with Birmingham and the manufacturing districts, as well as to unite London, Leamington, and Warwick by means of the most direct line of railway communication.

The names of an influential provisional committee, local agents, and bankers, will be published in a few days, together with a map of the line, and a full prospectus.

In the mean time applications for shares, and for any other information, can be made at the office of the company's solicitors, Messrs. Wright and Hanbury, 11, Finsbury-place South, City, London.—June 21, 1845.

BRISTOL AND SOUTH WALES JUNCTION RAILWAY

EXTENSION LINE OF ABOUT FIFTEEN MILES, FROM THE NEW PASSAGE TO MONMOUTH.

From whence lines are about to be made to Ross, Hereford, Ludlow, Shrewsbury, Chester, Liverpool, &c.

Capital £250,000, in 10,000 shares, of £25 each.—Deposit £2 per share.

PROVISIONAL DIRECTORS.

James Gibbs, Esq., Chairman, director of the Bristol and Exeter, and the South Devon Railways
Richard Ricketts, Esq., director of the Bristol and Gloucester Railway
William Morgan, Esq., director of the Bristol and Exeter, South Devon, and Bristol and Gloucester Railways
Samuel Lang, Esq.
F. Fry, Esq., director of the Bristol and Gloucester and South Devon Railways
Robert Leonard, Esq., director of the Bristol and Gloucester Railway
Richard Fry, Esq.
Christopher Shapland, Esq., director of the Bristol and Gloucester, and South Devon Railways
William Day Wills, Esq., director of the Bristol and Exeter, and Birmingham and Gloucester Railways
Charles B. Frapp, Esq., director of the Bristol and Exeter, and South Devon Railways
ENGINEER—J. K. Brunel, Esq.

SOLICITORS.

Messrs. Savery, Clark, and Co., Bristol
Messrs. W. O. and W. Hunt, 10, Whitehall, London.
SECRETARY—George Shapland, Esq.

Exchange Buildings, Bristol, June 26, 1845.

Notice is hereby given, that NO APPLICATION for SHARES can be received subsequently to TUESDAY NEXT, the 1st of July, after which day the allotment will be proceeded with.—A preference will be given in such allotment to applicants who may be holders of the scrip in the original line, in the proportion of one new to two old shares; it will, therefore, be necessary for such parties forthwith to specify the particular numbers of the scrip of which they are the holders.
As the shares applied for largely exceed the number to be issued, letters will not be sent to parties to whom shares are not allotted.

JAMES GIBBS, Chairman of the Board.
GEORGE SHAPLAND, Secretary.

TEAN AND DOVE VALLEY, AND EASTERN AND WESTERN JUNCTION RAILWAY.—(Provisionally Registered.)

Capital £1,800,000, in 72,000 shares of £25 each.—Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.

The Most Noble the Marquis of Anglessey
The Right Hon. Lord Byron
The Right Hon. Lord Alfred Paget, M.P.
Sir John Robert Cave Brown Cave, Bart., Stretton Hall, near Atherstone
Edward Sacheverell Chando Pole, Esq., Radbourn Hall, Derbyshire
Henry William Des Voex, Esq., Drakelow, Derbyshire
William Blake, Esq., Danesbury, Herts
Matthew Gibson, Esq., Walton Hall, Derbyshire
Court Granville, Esq., Swadlow, Derbyshire
Rev. Reginald Chando Pole, Radbourn Rectory
Thomas Webb, Esq., Tutbury, Staffordshire
William Thomas Cox, Esq., Spenden, Derbyshire
Francis Sa. heral Wilmot, Esq., Stanton-by-Dale, Derbyshire
Stanley Pipe Wolferstan, Esq., Stafford, near Tamworth
John Yarde Baller, Esq., 10, New-street, Spring-gardens, London, and Holme Park, Devon
Thomas Beer, Esq., Uxbridge House, London
John Bost, Esq., Cotton Hall, near Burton-upon-Trent, Staffordshire
Henry Burton, Esq., Rangemoor, near Burton-upon-Trent
Robert Burton, Esq., Smallwood Manor, Staffordshire
Thomas Cartwright, Esq., Hill Hall, Staffordshire
Henry Mountfort, Esq., Beamhurst Hall, Staffordshire
William John Hulse, Esq., 62, Portland-place, London
Thomas Lander, Esq., the Manor House, Burton-upon-Trent
Samuel Walker Cox, Esq., Breadsall, Derbyshire
Thomas Fobrooke Salt, Esq., Burton-upon-Trent
Robert Thornhill, Esq., Burton-upon-Trent
Herbert Taylor, Esq., M.D., Uttoxeter, Staffordshire
Joseph Bladen, Esq., Uttoxeter
Thomas Earp, Esq., Uttoxeter
Moses Cartwright, Esq., Stanton House, Derbyshire
Edmund Sharpe, Esq., Swadlow, Derbyshire
Henry Meakin, Esq., Burton-upon-Trent
John Bloor, Esq., Tutbury
John Musson, Esq., Burton-upon-Trent
Robert Forman, Esq., Abbott's Hall, Derby
John Goodall, Esq., Norton, Derbyshire
Joseph Nunneley, Esq., Burton-upon-Trent
William Morley, Esq., Derby
John Coke Fowler, Esq., Duffield Bank, Derbyshire
Joseph Hoare, Esq., Hampstead, London
(With power to add to their number.)

ENGINEERS.

Joseph Cubitt, Esq. J. F. Bateman, Esq.

SOLICITORS.

Messrs. J. and J. Richardson, Burton-upon-Trent; G. H. R. Cox, Esq., Derby
BANKERS.
London—Messrs. Roberts, Curtis, and Co.
Messrs. Barnett, Hoare, and Co.
Burton and Uttoxeter—The Burton, Uttoxeter, and Ashbourne Union Bank.
Derby—Messrs. Smith, Esq., and Co.
The Derby and Derbyshire Banking Company.
Leek—Messrs. Gaunt and Co.
Macclesfield—Messrs. Brocklehurst and Co.
SECRETARY (pro tem)—Joseph Richardson, Esq., Burton-upon-Trent.

PROSPECTUS.

The main line of this important undertaking will commence at the abrupt termination of the Macclesfield branch of the Manchester and Birmingham Railway at Macclesfield, and proceed thence in an almost direct line to a point on the Trent Valley Railway near to Atherstone, and about fifteen miles north-west of Rugby.

It will, therefore, embrace in its course the towns of Leek, Cheddle, Tean, Uttoxeter, Tutbury, and Burton-upon-Trent, the coal-fields and potteries of Swadlow and Gresley, and the towns of Leek, Cheddle, Tean, Uttoxeter, Tutbury, and the surrounding tract of country (with the exception of the town of Burton) is wholly destitute of railway accommodation.

From Tean it is intended to construct a branch through the Staffordshire Potteries by way of Longton, Lane End, Stoke-upon-Trent, and Newcastle-upon-Trent, to Crewe and Nantwich, uniting at Crewe with the numerous railways centering there, and joining at Nantwich the railway about to be formed by the conversion of the Ellesmere and Chester, and Birmingham and Liverpool Junction Canals. It is also intended to construct a branch from the main line at or near Tutbury to Derby.

Such is the project, comprising the best parts of the old and well-known "Manchester South Union" scheme, which, in the year 1836, elicited from a committee of the House of Commons the most unqualified expressions of approval, and which an inspection of a map of the country will show to be highly desirable—indeed, almost indispensable—for the public interest.

It will open a shorter communication from Manchester, Stockport, and Macclesfield, to London (by Rugby), and from Derby (and the towns northward) to London, than any other line now before the public.

It will unite Manchester with Derby, Nottingham, Leicester, and the whole of the midland and eastern counties.
It will afford to Nottingham, Leicester, Derby, and Burton-upon-Trent, the most direct communication with the Staffordshire Potteries, Crewe, Chester, Runcorn, Liverpool, and the new docks at Birkenhead, as well as with North Wales and Ireland.
By its means the towns of Leek, Cheddle, Tean, Uttoxeter, Tutbury, and the surrounding country, will receive, for the first time, the benefits of railway communication, and the rich and extensive coal-fields of Biddulph, Poynton, Adlington, Cheddle, Gresley, Swadlow, and Moira, will be opened to the whole kingdom.

The traffic must necessarily be immense, and the returns highly remunerative.
Thus the committee are enabled to bring forward a legitimate and independent undertaking, having due regard to a profitable investment of capital, as well as to the interest and accommodation of the public.

The committee desire to add, that, in presenting, in its present shape, their complete and comprehensive scheme, independently of any other railway not actually formed, or now under the consideration of Parliament, they are not influenced by a wish to supplant other parties who may have a legitimate claim to a portion of the ground they propose to occupy, but simply by a desire to form a shorter communication between the great towns of Lancashire, Cheshire, and Staffordshire, and the metropolis and the Midland and Eastern Counties, and to secure to a great district yet uncrossed that railway accommodation which its wealth and importance demand, whatever may be the fate of other projects which may have in view the partial or imperfect attainment of somewhat similar objects.

Powers will be taken in the Act to allow interest, at the rate of 4 per cent. per annum, on all deposits and calls until the opening of the line.
Applications for shares may be addressed to the solicitors, or to the following share-brokers, viz.—Messrs. Tucker, Barnett, and Co., Messrs. Barry and Co., or Mr. D. B. Major, London; Messrs. Earp and Son, Derby; Messrs. Scholes and Horsfall, or Mr. John Groves, Liverpool; Messrs. T. Cardwell and Sons, Manchester; Messrs. Hartley and Ingham, Leeds; and Mr. Tatham, Nottingham.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Tean and Dove Valley and Eastern and Western Junction Railway.

Gentlemen,—I request you to allot me shares in this undertaking, and I agree to accept the same, or any portion thereof, subject to the provisions of the subscribers' agreement; and I further agree to execute the same and any other agreements or deeds, and to pay the deposit when required.

Dated this day of 1845.

Name

Residence

Occupation

Reference

LONDON, OXFORD, CHELTENHAM, GLOUCESTER, AND REEFORD RAILWAY COMPANY.—The LEGISLATIVE CONTRACT AND SUBSCRIBERS' AGREEMENT now LIE for SIGNATURE at the COMPANY'S OFFICE, 13, Old Jewry Chambers, London, where they will remain till the 1st of July.—June 18, 1845.

By order, C. T. BEKE, Secretary.

YORKSHIRE AND GLASGOW UNION RAILWAY.

Capital £1,200,000, in 24,000 shares of £50 each.—Deposit £2 10s. per share.

(Provisionally Registered.)

OFFICE—No. 19, MOORGATE-STREET.

PROVISIONAL COMMITTEE.

The Right Hon. Lord Beaumont, Carlton Hall, and 18, Curzon-street
The Right Hon. Lord Glasgow, Oak Road, Paisley
The Hon. J. S. Wortley, M.P. Wortley Hall
Sir Frederick Hankey, Queen Anne-street, Cavendish-square
Colonel Wood, Littleton Park, M.P.
C. D. Archibald, Esq., F.R.S., F.S.A. Deputy-Lieutenant of Lancashire, Rusland Hall
William John Anderson, Esq., Swinithwaite Hall
Richard C. Allen, Esq., Hives
James Brand, Esq., New Broad-street
John Chapman, Esq., Thornton Rust
John F. Clarkson, Esq., Chantry
John Harland Cooper, Esq., Carpenby
J. V. Dent, Esq., 7, Clarendon-place, Hyde Park-gardens
Francis Ede, Esq., Great Winchester-street
Captain Thomas Fothergill, Kingthorpe
Thomas Fothergill, Esq., jun., Bedford-square
John Fryer, Esq., Newbiggin
Captain Octavius Vernon Harcourt, Swinton Park, and 29, Devonshire-place
John Holland, Esq., Clapham-common
Timothy Hutton, Esq., Clifton Castle
Henry King, Esq., Kingston-upon-Hull
Catharine Lodge, Esq., Newhouse
William Lodge, Esq., Middleham
Martin Mangels, Esq., Middleham
Thomas Midgely, Esq., Middleham
Wood Metcalfe, Esq., Askriggs
James Farquhar Morice, Esq., Tulse-hill
Rev. John F. Monson, Bedale
Rev. John F. Monson, Esq., Chairman of the Brighton, Lewes, and Hastings Railway, Clapham-common
James Orton, Esq., Park Hall
Christopher Other, Esq., Elm House
John Pickett, Esq., 31, Tavistock-square
William Purchas, Esq., West Burton
Ralph Robinson, Esq., Castlebank
George P. Robinson, Esq., West Burton
Thomas Robson, Esq., Holby Grange
S. T. Scrope, Esq., Danby Hall
Edward Shepherd, Esq., Bedale
Edward Smith, Esq., Huddersfield
Edward Spence, Esq., Kingston-upon-Hull
John Tomlinson, Esq., Aysgarth
John Topham, Esq., Middleham
William B. Wray, Esq., Eastholme
Marmaduke Wyvill, Esq., Burton Hall
Captain Wyvill, R.N. Stanton Hall
Rev. Edward Wyvill, Fingall
Rev. Richard Wood, Wood-hall Park
Arthur Wellington Wood, Esq., Littleton Park
Richard Winn, Esq., Nappa Hall
Rev. John Winn, Nappa

COMMITTEE OF MANAGEMENT IN LONDON.

Sir Frederick Hankey
John Holland, Esq.
William Nash, Esq.
Francis Ede, Esq.
(With power to add to their number.)
Wm. J. Anderson, Esq.
John Chapman, Esq.
Captain O. V. Harcourt
Timothy Hutton, Esq.
Captain Wyvill.
(With power to add to their number.)
ENGINEER.—Hamilton H. Fulton, Esq., M.Inst. C.E.
SOLICITORS.—Messrs. Johnston, Farquhar, and Leech, London;
Henry T. Robinson, Esq., Edgley, Leyburn.
PARLIAMENTARY AGENTS.—Messrs. G. and T. W. Webster, 26, Great George-street, Westminster.
HON. SECRETARY.—Christopher Other, Esq., Leyburn.

BANKERS.—Messrs. Hankey and Co., London; Swaledale and Wensleydale Banking Company, at Leyburn, Bedale, Richmond, and Hawes.
The line will connect the towns of York, Leeds, Lincoln, Boston, Cambridge, Norwich, Yarmouth, and the towns of the eastern portion of England, to Carlisle, Glasgow, and Scotland, an immense through traffic must pass along the line.

The country through which this railway will pass is one of the most fertile in England, and it supplies the great food-consuming districts with large quantities of corn, cattle, and other produce. In some countries, flags, and other minerals, a large traffic is also expected, considerable quantities being at present exported in carts; but, from the want of canals, or other proper facilities of communication, the resources of the country have not yet been properly developed. The limestone in the vicinity of the proposed railway is peculiarly adapted for agricultural purposes, and it is estimated that a considerable revenue will be derived from its transport. The usual steps have been taken to ascertain the amount of traffic, and there is no doubt but that it will afford a handsome return on the capital invested; and, from a preliminary examination of the country, it is found that the engineering works on the line are likely to be of an inexpensive character, and the proposed capital will be amply sufficient for its completion. It is proposed to apply for the usual power to allow interest at the rate of 4 per cent. per annum upon the paid up capital, from the date of each payment, until the completion of the railway.

Applications for shares to be addressed to the solicitors; to the honorary secretary, 19, Moorgate-street; or to the under-mentioned brokers:—Messrs. Carden and Whitehead, Threemilestone, 16, Warford-court, London; Mr. James Pearson, Birmingham; Mr. May, or Mr. Anthony Laurie, Liverpool; Messrs. Brady and Stanforth, and Messrs. Wilkinson and Co., Hull; Mr. S. Grindrod, Manchester; Messrs. Cardwell and Co., Manchester; Messrs. Watson and Co., Leeds; Messrs. E. King and Co., Leeds; Messrs. Samuel Hutchinson and Co., Bradford; Messrs. Grayston and Erie, York; James Kendall, Lancaster; Anthony Atkinson, Newcastle-upon-Tyne; Robert Allan, Edinburgh; McEwen and Auld, Glasgow; A. Brand, Glasgow; William Gordon, Aberdeen; Messrs. Shaw and Kersell, from a preliminary contract; John Cragg, Skipton; and C. Mumford, Downham; of whom plans and prospectuses may be had.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Yorkshire and Glasgow Union Railway Company.

Gentlemen,—I request you to allot me shares in the above company, and I hereby undertake to accept such shares as may be allotted to me, and to pay the deposit thereon, and also to execute the same and any other agreements or deeds, and to pay the deposit when required.—I am, gentlemen, your obedient servant.

Name in full

Traile or profession

Residence

Place of business (if any)

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ALTO DOURO RAILWAY COMPANY.—The OPORTO AND SPANISH FRONTIER RAILWAY COMPANY, formed in Portugal, under great influence and the highest auspices, has this day been AMATGATED with the ALTO DOURO RAILWAY COMPANY.

T. M. RUSSELL, Secretary.
95, Gracechurch-street, and 29, Threemilestone-street, June 23, 1845.

ALTO DOURO RAILWAY COMPANY, FROM OPORTO to the SPANISH FRONTIER.—The NEW PROSPECTUS will appear in a few days. A re-allotment of shares must necessarily take place, but a preference will be given to previous applicants.

T. M. RUSSELL, Secretary.
95, Gracechurch-street, and 29, Threemilestone-street, June 23, 1845.

GREAT NORTH AND SOUTH OF FRANCE RAILWAY COMPANY.

IN UNION WITH DECAN'S COMPANY (COMPAGNIE DU NORD) FOR THE GREAT NORTH LINE.

Capital 200,000,000fr. (£80,000,000 sterling), in 400,000 shares, of 500fr. (£20 each). One-half raised in France—the other moiety (£40,000,000) to be raised in England, by the issue of 200,000 shares, of £20 each.
Deposit £2 (50fr.) per share.

ENGLISH COMMITTEE.

Admiral Sir Edward Codrington, G.C.B., G.C.M.G., Chairman
The Right Hon. Lord Rossmore, a Peer of the United Kingdom, and Lord Lieutenant of the county of Monaghan, in Ireland
The Hon. Geo. Frederick Hotham, chairman of the Brighton and Chichester Railway Co.
Sir William Magnus, Bart. Alderman, and late Lord Mayor, of London
W. Hughes Hughes, Esq., F.R.S., F.L.S., &c., Alderman of London, and a director of the London and Greenwich Railway Company
Charles Dickson Archibald, Esq., F.R.S., F.S.A., &c., a Deputy-Lieut. of Lancashire
Cornelius Nicholson, Esq., deputy-chairman of the York and Carlisle Railway Company, and a director of the Lancaster and Carlisle, and the Caledonian Railway Companies
B. B. Williams, Esq., Wyndham-place, Bryanston-square
(With limited power to add to their number.)

BANKERS.—The London Joint-Stock Bank; the Union Bank of London.

SOLICITORS.—Messrs. Hill and Heald, 23, Throgmorton-street, London.

SECRETARY pro tem.—F. J. Rothery, Esq.

This company is formed for the purpose of tendering, in conjunction with a French company which shall provide an adequate amount of capital, for either of the three great lines of railway from the north to the south of France—namely, from Paris to the Belgian frontier, from Paris to Lyons, and from Lyons to Avignon, with their respective branches. The first and principal object of this company, however, is to tender for the Great North line, for which purpose it has formed a union with Decan's French company, entitled "COMPAGNIE DU NORD," which has been duly constituted in France, and is under the direction and management of the following industrial parties:—

FRENCH COMMITTEE.

M. M. Decan, maire du 3me arrondissement de Paris, President
" Le Vct. de Richemont, membre de la Chambre des Deputes, membre du Conseil General de Lot-et-Garonne, Vice-President
" Le Cte. D'Adhemar de Lahaune
" Le General Cte. D'Andian
" R. de Barbarin, conseiller a la Cour des comptes
" Besade, membre du conseil de salubrite de la Seine
" Bonjour fils aine, de la maison Bonjour fils aine et Verrier, commissaire de roulage
" Chantigny, maire du 4me arrondissement de Paris
" F. Gaillard, juge au Tribunal de Commerce de la Seine, membre de la Chambre de Commerce
" Say (Horace), membre du Conseil General de la Seine et de la Chambre de Commerce, ancien juge au Tribunal de Commerce de la Seine
" Le Duc de Tresville, Pair de France, chevalier d'honneur de S. A. R. Mme. la Duchesse d'Orleans, membre du Conseil General de la Seine
" Vee, maire du 5me arrondissement de Paris
" Ch. Verley, President du Tribunal de Commerce et directeur de la banque de Lille
The distinguishing feature of this company is, that the shareholders, for the single deposit paid upon their shares, will have three chances of success in their investment, with a great, arising from this circumstance, that their interests will not be jeopardised by the temptation to offer on terms not remunerative.

The moiety of the capital required for the Great North line has already been subscribed in France through the agency of Decan's Company, and deposit monies, amounting to £320,000 sterling, have been actually paid up and invested in bonds of the Royal Treasury of France (deposited in the Bank of France), bearing interest.

Tendering the negotiation and tender for the concession, a joint committee, composed of equal numbers of the respective boards, is invested with full powers to do everything necessary, to effect compliance with the existing or any future laws of France relating to railways, and to make such terms, conditions, and arrangements, and perform all such acts, as they may consider likely to promote the interests of the united company, and the success of the undertaking.

Applications for shares and prospectuses to be made to the solicitors, or

ARMAGH, COLERAINE, AND PORTURUSH RAILWAY EXTENSION, CONNECTING THE TOWNS OF CASTLE DAWSON AND RANDALSTOWN, AND THUS OPENING A DIRECT COMMUNICATION WITH THE GREAT METROPOLIS OF THE NORTH, THE TOWN AND PORT OF BELFAST.

(Provisionally Registered.)

OFFICES OF THE COMPANY—28, THREADNEEDLE STREET.

No shareholder to be liable beyond the amount of his subscription.
Capital £125,000, in 5000 shares of £25 each. Deposit £1 7s. 6d. per share.

PROVISIONAL DIRECTORS.

Charles Fitz, Esq., Carlton Club, Deputy-Lieutenant of the county of Armagh
Colonel Nicolls, Coleraine, and Shooter's Hill, Woolwich
Richard Heavyside, Esq., Brighton
Clement Tabor, Esq., Gresham Club
John Malletson, Esq., Wimbledon
W. A. Wilkinson, Esq., Lidgate Hill
Charles William Spicer, Esq., Portman-square
James Vickers, Esq., Mark-lane
Swynfen Jervis, Esq., Whitehall-place
G. C. Galt, Esq., Coleraine, and Charles-street, Manchester-square

BANKERS IN ENGLAND.

London and County Bank, 71, Lombard-street, and its branches.

BANKERS IN IRELAND.

Provincial Bank of Ireland, and its branches

Royal Bank of Ireland, Dublin

Messrs. R. Gray and Co., College-green, Dublin

Northern Bank of Ireland, and its branches

Belfast Banking Company, and its branches.

STANDING COUNSEL IN ENGLAND.—Erskine Humphreys, Esq., Lincoln's Inn

STANDING COUNSEL IN IRELAND.—William Rowley Miller, Esq., L.L.D.

ENGINEERS.—James M. Rendel, Esq., vice-president I.C.E.;

Mr. W. Macdonell, C.E.

SOLICITORS.—George Ogle, Esq., 4, Great Winchester-street, London

John Cumming, Esq., 12, Hardwick-place, Dublin, and Mall, Armagh.

SECRETARIES.—Thomas W. Younghusband, 23, Threadneedle-street;

William Galt, Esq., 12, Hardwick-place, Dublin.

PROSPECTUS.

The proposed undertaking is intended to connect, by a short line of railway of twelve miles, the towns of Castle Dawson, Toomebridge, and Randalstown, and thereby afford to a very dense population the advantages of a direct communication with Belfast. It will be the connecting link between the Armagh, Coleraine, and Portrush, and Belfast and Ballymena lines of railway; and, as the projectors of the latter line intend to have a branch to Randalstown, that place will be the point of junction, and the station there erected will be common to both lines.

A slight reference to the map will show the immense importance of this connecting link. The traffic of a large and extensive district west of the River Bann, abounding in wealth and population, will find a ready and convenient outlet through this channel. The distance from Castle Dawson, which is situated on the main line from Armagh to Portrush (and at which place there will be a station to Randalstown) does not exceed twelve miles. The line will cross the river at or near Toomebridge. The towns that will be benefited, independently of the surrounding country, by the proposed extension, are the following, viz.:—Stewartstown, Cookstown, Coagh, Monymore (the estate of the Drapers' Company), Bellaghy, Magherafelt, Maghera, Castle Dawson, and Toome; all towns of considerable importance, and distinguished alike for the industrious and enterprising character of their inhabitants. The adjacent country is rich and fertile, and its produce may be said to vie, both in regard to quantity and quality, with any district of equal extent in Ireland. An estimate has been made of the traffic, which it may be presumed, from the great accommodation afforded to the public, will pass along this line, and the result is most favourable. From an attentive consideration of the facts, the provisional directors feel justified in stating that, in their opinion, the traffic is amply sufficient to remunerate upon the most liberal scale, the shareholders, in an eminent degree, to the Belfast and Ballymena line, whose interests will be, in this respect, identical. There are no engineering difficulties to encounter, the country being perfectly level.

The provisional directors of this company, who, it will be observed, are also directors of the Armagh, Coleraine, and Portrush Railway, are so fully convinced of the value and importance of the line, that they unhesitatingly recommend its adoption.

When the original project of a railway from Armagh to Portrush was entertained, the directors did not deem it advisable to fetter the company with any obligations to make branches, neither was it then the desire of the inhabitants that they should do so. Circumstances, have, however, since then greatly changed, and applications have been made to them from innumerable quarters, by landowners, farmers, and others, especially from the merchants and traders in the different towns before mentioned, to form this line, and supported by arguments the most cogent and convincing. It remains only to be observed, that to this public expression of opinion the directors have responded. It will prove a most useful, if not a very necessary, auxiliary to the main line, and will contribute to the prosperity of the country in an eminent degree, to the Belfast and Ballymena line, whose interests will be, in this respect, identical. There are no engineering difficulties to encounter, the country being perfectly level.

The holders of scrip in the Armagh, Coleraine, and Portrush Railway will be entitled to a preference in the distribution of shares.

Applications for shares may be made, in the subjoined form, to the solicitors; to the secretary, at the offices, 28, Threadneedle-street; and of the following brokers: Messrs. Labretouche and Stafford, College-green, Dublin; Messrs. Munro and Co., 44, George-street, Edinburgh; Charles Cowper, Esq., 1, Parkside-street, Edinburgh; William Oliphant, Perth; James Jamieson, Esq., Leeds; Messrs. Cardwell and Sons, Manchester; Messrs. J. and J. Kimpster, Newcastle-upon-Tyne; Messrs. Schultz and Carr, Liverpool; Mr. James Butchart, Huddersfield; Mr. Hervey, Halifax; William Lee, Esq., Cheltenham; R. P. Clark, Bristol; and Mr. Roger Mortimer, Throgmorton-street, London.

FORM OF APPLICATION.

To the Provisional Directors of the Armagh, Coleraine, and Portrush Railway Extension.

Gentlemen,—I request you will allot me shares, of £25 each, in the above undertaking, and I hereby agree to accept the same, or any less number that may be allotted to me, and to pay the deposit thereon, and sign the Parliamentary contract and subscribers' agreement when required.

Name in full
Residence
Profession or business
Date
Name and address of reference

DUBLIN AND ARMAH INLAND RAILWAY COMPANY (Provisionally Registered), FOR CARRYING OUT THE LINE RECOMMENDED BY THE GOVERNMENT RAILWAY COMMISSIONERS.

No shareholder to be liable beyond the amount of his subscription.

Capital £1,000,000, in 40,000 shares, of £25 each.—Deposit £1 7s. 6d.

PROVISIONAL COMMITTEE.

Lord Rosemore, Lord Lieutenant of the county of Monaghan
Colonel Rawdon, M.P. for Armagh, Great Stanhope-street, Mayfair
Charles Fox, Esq., Carlton Club, Deputy-Lieutenant of the county of Armagh
Sir Robert Murray, Bart., Ardleybury, Hert
The Hon. Henry St. John, 20, Bolton-street, Piccadilly
Richard Edward Arden, Esq., 4, Bedford-square
Richard Heavyside, Esq., Brighton
William Paton, Esq., J.P., Armagh
John Stewart, Esq., Portman-square
Captain Lewis, J.P., Deputy-Lieutenant of the county of Monaghan
John Humphreys, Esq., J.P., Milton House, Strabane
James Reade, Esq., 13, Lower Berkeley-street, Portman-square
Edw. W. Bond, Esq., J.P., Deputy-Lieutenant, Bondville, county of Armagh
Reverend Pooley Shute, Esq., D.D., Commissioner of the National Board of Education, and Charitable Bequests, in Ireland
Benjamin Oliveira, Esq., F.R.S. & Upper Hyde Park-street
Lee M'Kinstry, Esq., J.P., Armagh
Matthew Wyatt, Esq., 1, Upper Hyde Park-street
Captain Rogers, Cloneden, county of Armagh
John Malletson, Esq., Wimbledon, Surrey
Charles William Spicer, Esq., Portman-square
George Scott, Esq., Armagh
Charles Forster, Esq., Oxford and Cambridge Club, Pall-mall
Thomas Meyer Carvick, Esq., Moat Mount, Highwood, Middlesex
Francis Evans, Esq., Dublin
John Porter Harris, Esq., J.P., Ashfort, county of Armagh
James Vickers, Esq., Mark-lane
Christopher W. Popham, Esq., Trevanno, Cornwall
Jeremiah Fletcher, Esq., 46, Russell Square
B. B. Williams, Esq., Wyndham-place, Bryanston-square

COMMITTEE OF MANAGEMENT.

LORD ROSSMORE, Chairman.

Benjamin Oliveira, Esq., F.R.S. Vice-Chairman.

Colonel Rawdon, M.P.

Charles Fox, Esq., D.L.

Hon. Henry St. John

W. Paton, Esq., J.P.

Richard E. Arden, Esq.

C. W. Spicer, Esq.

Captain Lewis, J.P. D.L.

CONSULTING ENGINEER.—Sir John Rennie.

ACTING ENGINEER.—Henry L. Lindsay, Esq., C.E., M.R.I.A., &c.

BANKERS IN LONDON.

Messrs. Denison, Heywood, Kennards, and Co., Lombard-street.

BANKERS IN IRELAND.

Provincial Bank of Ireland and its branches; Bank of Ireland and its branches;

National Bank of Ireland and its branches.

STANDING COUNSEL IN ENGLAND.

William Johnson Neale, Esq., 5, King's Bench-walk, Temple.

STANDING COUNSEL IN IRELAND.

Joseph Napier, Esq., Q.C.

SOLICITORS IN LONDON.

Messrs. Ogle and Younghusband, 4, Great Winchester-street; William Parsons,

Esq., 34, Half Moon-street, Piccadilly.

SOLICITOR IN IRELAND.

John Cumming, Esq., 12, Hardwick-place, Dublin, and The Mall, Armagh.

SECRETARY IN LONDON.

William Cowell, Esq.

SECRETARY IN IRELAND.

Thomas E. Wright, Esq., 12, Hardwick-place, Dublin.

OFFICES—53, CHARING-CROSS.

The proposed line of railway is intended to commence at the city of Dublin, and to terminate at Armagh, where it will form a junction with the different northern lines now projected or in course of construction—of which Armagh, both from its

central position and from the ascertained course of traffic, becomes the natural point of convergence. The terminus at Armagh will thus be in conjunction with the Ulster Railway, extending eastward to Belfast; with the Newry and Enniskillen line, connecting the north-east and north-west of Ireland; and also with the Armagh, Coleraine, and Portrush Railway, by means of which a direct inland communication will be opened up to that fine harbour on the northern coast.

The projected line will pass through or near to the following towns—viz., Finglas, Lucan, Trim, Navan, Slane, Kells, Colm, Ardee, Louth, Carrickmacross, Castleblaney, Baillybar, Keady, Monaghan, Glaslough, Midletown, and Caledon, together with about nineteen other smaller towns; and could be easily connected with the important towns of Clones, Newbliss, Coochill, Angharador, Omagh, and many others; being identical with that surveyed by Sir John M'Neil, under the direction of the Government Railway Commissioners, and strongly recommended by them, in their Parliamentary Report of 1838, in comparison with other lines then under their consideration, as "capable of affording the greatest accommodation at the least outlay, and as best adapted to stimulate the industry and develop the resources of the country."

The average population of the counties of Dublin, Meath, Louth, Monaghan, and Armagh—not including the cities of Dublin and Armagh—is 336 for every square mile. The length of the railway is eighty-five and a half miles, and taking the population at that average for five miles on each side of the line, gives an amount of population of 287,380. The population of the towns through and by which the railway will run, is nearly 60,000, not including the city of Dublin, which contains 232,736 inhabitants.

The aggregate amount of population to be accommodated by this railway is 580,000. The value of live stock in the above counties in the year 1841 was 2,040,673, and taking five miles of each side of the line of railway in the same proportion, the value of live stock within five miles of the line is 680,000. The greater portion of this stock is annually exported, and would pass over portions of this line.

The above calculation does not include the value of wheat, oats, flax, barley, or any other agricultural produce of 273,380 acres within five miles of each side of the line. The data from which this calculation is taken, is the census return of 1841; since then the population and traffic has progressively increased, and higher authority could not be adduced than that of the railway commissioners, who thus speak of it in their able and luminous report:—"A railway from Dublin by Navan and Armagh to Belfast, would, in the first part of its course, receive at Navan all the traffic from that town, augmented by contributions from Virginia, Kells, and Enniskillen: it would again fall in at Armagh, with the course of trade to and from Belfast," to Scotland, and to and from Newry to England. Again, in reference to the passenger traffic on this line, the commissioners, in the same part of their report, express their conviction that, "such a line would, in this respect, possess advantages over almost any other in Ireland."

Nor were the opinions, thus emphatically recorded by the commissioners, and further confirmed by the recent examination of Sir J. Burgoyne (the chairman of the commission) before the House of Commons, formed on slight or inconsiderable grounds; for, by reference to the statistical tables appended to their report—tables which were drawn up with elaborate care and based on an extensive induction of facts—it will be seen that they had abundant evidence to justify them in recommending the proposed line as likely to prove most beneficial to the public, and remunerative to the shareholders.

The surveys have been all prepared, and every arrangement will be made to come before Parliament in the next session.

Applications for shares may be made, in the following form, to the solicitors; to the secretaries, at the offices, 53, Charing-cross; and of the following brokers: Messrs. Labretouche and Stafford, College-green, Dublin; Messrs. Hugh Munro and Co., 44, George-street, Edinburgh; Charles Cowper, Esq., 1, Parkside-street, Edinburgh; William Oliphant, Perth; James Jamieson, Esq., Leeds; Messrs. Cardwell and Sons, Manchester; Messrs. J. and J. Kimpster, Newcastle-upon-Tyne; Messrs. Schultz and Carr, Liverpool; Mr. James Butchart, Huddersfield; Mr. Hervey, Halifax; William Lee, Esq., Cheltenham; and Messrs. Tate and Nash, Bristol.

ENGINEER'S REPORT.

To the Managing Committee.

My Lord and Gentlemen,—In making a condensed report on the above line of railway, I have to state, that for its entire length it will pass through a thickly populated, and highly important, district of country; the general level of which is so favourable, that the engineering facilities are of a most advantageous description. The quickest gradient will not exceed 1 in 308, the average being 1 in 400; the curves on the line will be most favourable, and of large radii. It will, therefore, be a railway upon which the quickest rate of transit may be adopted with the least degree of comparative danger. The line is intended to be a double line. The cost of construction will not exceed 11,500l. per mile, including rails, station-houses, engines, &c. There will be no tunneling. The bridges and viaducts will be of a very moderate expense, and easily constructed, so that, on the whole, it will be one of the cheapest and best lines of railway in Ireland. H. L. LINDSAY, C.E.

FORM OF APPLICATION.

To the Provisional Committee of the Dublin and Armagh Inland Railway Company
Gentlemen,—I request you will allot me shares, of £25 each, in the above undertaking, and I hereby agree to accept the same, or any less number that may be allotted to me, and to pay the deposit thereon, and sign the Parliamentary contract and subscribers' agreement when required.

Name in full
Residence
Profession or business
Date
Name and address of reference

GREAT CENTRAL SARDINIAN RAILWAY, CONNECTING THE important cities and towns of CAGLIARI, ORISTANO, SASSARI, PORTO TORRES, and intermediate towns, with BRANCHES TO IGLESIA and ALGERO.

Capital £3,000,000 (75,000,000 francs), in 60,000 shares, of £50 (1250 francs) each; with a reserve for Sardinia.—Deposit £1 5s. per share.

Should the concession not be obtained, the whole of the deposit will be returned, except the necessary expenses; and in no case will those expenses be permitted to exceed 5s. per share.

PROVISIONAL COMMITTEE.

President.—The Duke DE LANTE DE MONTEFELTRO.
Don Ludovico Lante Della Rovere, Baker-street, Portman-square
Major James Adair, United Service Club
Le Chevalier Gregoire de Berardi, Kensington Gore
Sir Valentine Blake, Bart. and M.P., 33, Parliament-street
George Hulmer, Esq., Bellevue, Chelsea
Charles Staunton Cahill, Esq., Rathbane, county Clare, and 18, Austinfriars, Irish Druggists Company
Richard Clay, Esq., Lloyd's, and Winchester-buildings
John Chandler, Esq., Connaught-terrace, Hyde-park
Colonel A. Findlay, K.H. Piccadilly
Charles Goodwin, Esq., Battersea
George Joyce, Esq., Camberwell
Lawrence Kortright, Esq., Great Coram-street, Brunswick-square
Benjamin Leing, Esq., Lloyd's
F. Murray Macquenn, Esq., South-bank, Regent's-park
Thomas Newte, Esq., Harley-street, and Allee d'Anton, Paris
John Gray Wilson, Esq., Oxford-terrace, Hyde-park, director of the Western Gaslight Company
Engineer.—William Henry Smith, Esq.
Acting Engineer.—Charles E. Barrington, Esq.

Solicitors.—Messrs. Hoppe and Boyle, Sun court, Cornhill.
Bankers.—Messrs. Maisterman, Peters, and Co.; and the Union Bank of London.
Secretary.—George Landels, Esq.

There are not any engineering difficulties, the line passing through open and fertile plains, of which a very large portion of this country is composed, and taking within its range a population of several hundred thousand. Unlike other extensive districts of Europe, there are in this favoured country timber, coal, iron, and labour to be had on the spot; in fact, most things necessary for the proper construction and subsequent economical maintenance of so important an undertaking. The Government returns of the imports and exports from 1826 to 1836, show an average, during that period, of £1,200,000 sterling per annum, and these returns have been taken principally from the registers of the customs at the ports at the terminal points of the railway; but, since these returns were made, the imports and exports have increased nearly one half, owing mainly to the establishment of regular steam communication between the island of Sardinia and the important cities of Genoa, Nice, Marseilles, Leghorn, Barcelona, Tunis, Algiers, and the scales of the Levant. The carriage of the above articles, from every position of the country, is extremely wearisome, and is effected by the natives at much expense; but as railway communication will leave the people to a more profitable occupation of their time, it is evident that the exports will thus be increased in a manifold degree. The most careful calculation, based upon official statistical reports, and the best information at present obtainable with regard to the traffic through the interior, show, after deducting 40 per cent. for working the line, a net revenue to the company of not less than 8 to 10 per cent.

The peculiarly favourable circumstances attending the construction of this railway, make it highly probable that a large portion of the capital asked for will not be required; and when it is considered that the line runs nearly through the centre of the island, from north to south—each of its termini being the great ports and capitals of the country; and that the whole produce of the fertile districts through which it will run must be by it conducted to the outports, together with the important fact, that the natural organisation of the country does not admit of a competing line; and also that there is a population of several hundred thousand souls directly benefiting upon it, but reared by the nature of the facilities afforded by the railway, in this, as in every other instance, will rapidly increase the transit of goods and passengers, and thereby add considerably each successive year to the value of the investment.

Applications for shares are to be made at the temporary offices of the company, No. 60, King William-street, City; to the solicitors, Messrs. Hoppe and Boyle, Sun-court, Cornhill, or the following agents:—London: Messrs. Lind and Rickard, Bank Chambers, Lombury; Liverpool: Mr. James Owen Binger—Manchester: Messrs. Cardwell and Co.—York: Messrs. Greyton and Earle—Edinburgh: Mr. James Pringle—Leeds: Messrs. Ridsdale and Co.—Sheffield: Mr. R. Clarkson and Mr. C. Wales—Glasgow: Messrs. Duncan and Hutchinson—Bristol: Messrs. Soames and Tripp—Dublin: Mr. P. V. Boulger, 8, Middle Gardner-street, and Mr. Abel Labretouche—Southampton: Mr. Joseph Clarke—Hull: Messrs. Wilkinson and Earle—Exeter: Mr. P. Stanford—Newcastle-upon-Tyne: Messrs. J. and J. Kimpster—Halifax: Mr. James Hervey—Bradford: Messrs. J. Pollock and Co.—Nottingham: Mr. S. Collinson—Worcester: Mr. W. Miles—Cheltenham: Messrs. Hall, Brothers & Co.

BIDEFORD AND TAVISTOCK RAILWAY.—The committee of direction have the gratification to announce that the ALLOTMENT is CONCLUDED; and they much regret the necessity they have been under of reducing considerably the proportion of shares applied for in most instances, and of omitting altogether the names of many highly respectable applicants. The immense number of applications rendered this course unavoidable. The committee of direction trust that those parties who have not received an allotment will accept this as an explanation.

By order,
FRAS. CLOWES, Secretary.

30, Basinghall-street, June 24, 1845.

CITY AND WEST-END RAILWAY AND TERRACE

COMPANY, for the union and extension of the Metropolitan Termini of the London and Birmingham, Great Western, and West London Railways, along the north bank of the River Thames to Southwark-bridge, and for the construction of grand terraces or esplanades on parts thereof, with a reserve for further extension. Provisionally Registered, pursuant to Act 7 and 8 Vic. cap. 110.

Capital £1,500,000, in 60,000 shares of £25 each.—Deposit £1 7s. 6d. per share. The preliminary expenses not to exceed 5s. per share, without the sanction of a General Meeting of the shareholders.

PROVISIONAL DIRECTORS.

Col. Campbell Dalrymple, Great George-street, Westminster
Sir Thomas Banks, Bart., F.R.S.
James Adair, Esq., U.S.G., Pall-mall
Sir George William Prescott, Bart.
The Lord Sussex Lennox
Matthew Richard Scott, Esq., Devonshire-place
William Shaw, Esq., managing director of the Royal Farmers' Insurance Company, 346, Strand
William Downing Bruce, Esq., F.S.A., Charles-street, St. James's
James Adair, Esq., U.S.G., Pall-mall
Thomas Thorby, Esq., Mark-lane
George Pawsey, Esq., Lidgate Hall, Suffolk
Robert Page, Esq., Charlton House, Somerset, director of the Leicester and Coventry Railway
Major Kortright, Great Coram-street
J. Bentham, Esq., Clifton, York
J. Wilkin, jun. Esq., 10, Spring gardens

With power to add to their number.)
Engineers.—Robert Stephenson, Esq.; George Parker Bidder, Esq.
Architect and Surveyor.—William Laxton, Esq.

BANKERS.
Sir Claude Scott, Bart. and Co.; Messrs. Denison, Heywood, Kennards, and Co.
Solicitor.—John Foster, Esq., 66, Jermyn-street, St. James's.

Secretary (pro tem).—Mr. James Hodgson.

The promoters of this company propose to effect several great public objects, long desired, but now for the first time collectively put forward, viz.:

1. To convey passengers and goods by or to the London and Birmingham Railway to or from Charing-cross, or the city of London, at Southwark-bridge.
2. To convey passengers and goods by or to the Great Western Railway, also to or from the same places.
3. To convey passengers and goods by or to the West London Railway, also to or from the same places.

4. To erect esplanades or public terraces on various parts of the line, and to open the same at very moderate tolls, until the expenses of construction, with interest at 5 per cent. per annum, be defrayed.

A glance at the map accompanying the prospectus will show the route, and demonstrate the vast value of this project, both as a matter of public convenience, health, and recreation, and a source of abundant profit to the shareholders.

This great metropolis and its environs, containing more than two millions of human beings, and visited by millions of non-residents annually, will find the quickest, most certain, and least expensive mode of conveyance ever projected; while travellers by the great railways, rarely desiring to stay or remove themselves and their goods at Camden-town, Euston-square, Paddington, or Kensington, may proceed further into London without delay. Most of the elements of railway wealth are here concentrated:—

1. In traffic and transit.—This railway must have a greater traffic and transit, for its length, than any in the world. The population within its termini is at least ten times larger than the population of any other line of the same extent now in existence. In addition, it will accommodate strangers coming from the north and the west, on the same terms per mile, and in the same carriages, as they have travelled from Manchester, Liverpool, Newcastle, York, or Birmingham, Exeter, Bristol, or Bath.

2. In cheapness of construction.—Though going through the heart of a mighty city, the greater part of the land to be taken is comparatively useless, and the demands on the extortionate landowners will have to be paid; the lesser part is little built upon, and its length is so short as to be scarcely a matter for consideration. Offers have been made to execute the whole undertaking very greatly below the estimate; the capital is made much larger than at present is necessary, to provide for further extensions should they become expedient; but the overplus will not, of course, be called for until they are.

3. In the absence of engineering difficulties.—It is well known that the banks of a river, being level, must afford the cheapest and best site for a railway; in this instance, the mud banks of the Thames now available, will be made available for the purposes of this undertaking; the access to the wharfs and small iron docks will be better than at present; and the general navigation of the Thames above Southwark-bridge will be improved rather than impeded.

4. In an additional source of wealth and popular and Parliamentary support.—The esplanade will not only conduce to the convenience, but to the health, of the inhabitants of this great metropolis. The public parks have been designated the "lungs of London," and the terraces of the Thames will equally deserve the appellation. The greatest difficulty experienced has been to estimate the probable revenue which will accrue to this company, since it is quite impossible to arrive at anything like the amount received annually by the public carriages alone running on the great thoroughfare parallel with the Thames, in addition to which there are many hundreds of journeys made by steam-boats plying between London-bridge, Chelsea, and all the intermediate stations daily.

Beyond these advantages, which apply solely to the traffic in passengers, there will be immediate communication with the Thames, affording the means of transporting goods direct from the water to their destination, without the intervention of cartage, and its consequent delays and expenses; and it has been recently given in evidence before a committee of the House of Commons that not less than one-fourth of the traffic coming to London by the London and Birmingham Railway was intended for shipment.

Applications for shares to be addressed to the provisional committee, at No. 32, Pall-mall; or to John Foster, Esq., solicitor, 66, Jermyn-street; Messrs. Edward Ellis and Co., Threadneedle-street, of whom prospectuses may be had.

FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the City and West-End Railway and Terrace Co.
Gentlemen,—I request that you will allot to me shares of £25 each in this company, and I undertake to accept the same, and to pay the deposit thereon, or upon any lesser number that may be allotted to me, within the time prescribed by you, and I undertake to execute the agreement and Parliamentary contract when required.

Name in full
Residence
Trade or profession
Date
Reference

CHESTER AND MANCHESTER DIRECT RAILWAY.

PROVISIONALLY REGISTERED.

Capital £200,000, in 16,000 shares of £25 each.—Deposit £2 15s. per share.

This line will commence at the city of Chester, and proceed by way of Frodsham within a short distance of Warrington, and thence by the Mersey Valley to Manchester. By the railways connecting Chester with Wrexham, Oswestry, Shrewsbury, Hereford, Gloucester, and South Wales, this will be the nearest route from Manchester to the south-western parts of England, and the minerals of Monmouth and Glamorganshire. The communication with Bristol, Gloucester, and Exeter, will be speedy and direct. On reference to the map it will be seen that a very considerable distance will be saved by the direct line over the present circuitous routes by Crewe or Birkenhead. As a line seeking to support itself from its own internal traffic it will be a first-rate investment. But it is intended that this line should be the precursor of a scheme of no ordinary importance—viz., the rendering Chester an efficient port for large vessels.

On the completion of the provisional committee, and preliminary arrangements on this line, a separate company will be formed for the construction of a ship canal from Liverpool to Chester, a distance of twelve miles; this is a matured plan. It was entertained by Sir John Rennie, in 1825, and subsequently by the late Mr. Chapman, in the same year, who wrote an able report on the subject, with a view of extending it to Manchester, as making that important town a seaport. The ground was afterwards, in 1837, surveyed by Sir John Rennie and Mr. George Remington, with a view to making a ship canal, of twenty feet water, to the walls of Chester; it is sixteen miles nearer to London than Liverpool, and assuming Chester as a central point, and taking a radius of thirty-four miles, it will be seen that it includes Manchester and Warrington, Macclesfield, Congleton, the Potteries, Northwich, Nantwich, Tarporley, the whole of the mineral and manufacturing districts of North Wales in the vicinity of Chester, of the produce of which Chester is the natural outlet, but from the force of circumstances, superior enterprise, accommodation, &c., is carried, at extra expense, to Liverpool. From the decay of the Chester port all the trade of the north has concentrated itself into Liverpool, leaving Chester almost abandoned.

By a ship canal of twelve miles, commencing at Heswall, on the northern shore of the Dee at the head of Dawpool, and continuing to Chester, during eight hours of tide, vessels drawing from fifteen to twenty feet water will be able to get to Chester. The estuary of the Dee to the head of Dawpool is infinitely preferable in point of access and safety to that of the Mersey.

This railway will, therefore, in connection with the ship canal, render to Chester and Manchester incalculable advantages. To the former it will restore the proper position natural to so important a city; to the latter it will give another outlet by sea to the manufacturing districts, free of the heavy port charges and dues to which the produce is now subject. It has not been thought advisable to combine the two objects in one company at present, but should it be found requisite, the two may hereafter be amalgamated.

This railway will, therefore, have no ordinary merits as an independent undertaking, combining all the advantages of any other lines, with this great addition, that it will be the high road to what is the most convenient outport of Manchester. There are no difficult earthworks on the line; on the contrary, it will be cheap, and of easy formation.

The provisional committee will be published in a few days. In the meantime, applications for shares, prospectuses, &c., to be made to the solicitors, Messrs. Sir George Stephen and Hutchinson, 29, Moorgate-street; John Owens, Esq., 54, Moorgate-street, London; and Messrs. Higson and Robinson, and R. B. B. Cobbett, Esq., Manchester.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Chester and Manchester Direct Railway.
Gentlemen,—I request you to allot me shares of £25 in the above railway, and I undertake to accept the same or such less number as you may appropriate to me, subject to the regulations of the company, and to sign the necessary deeds, and to pay, when required, the deposit thereon of £2 15s. per share.

Dated this day of 1

ST. IVE'S JUNCTION RAILWAY.—The committee of management beg leave to acquaint the shareholders, that their Bill having been WITHDRAWN, in consequence of the adverse decision upon the West Cornwall Bill, the committee are waiting for the measure in progress for re-modelling the West Cornwall Company being matured to call the St. Ives shareholders together, to consider of future proceedings.

JOHN MACDONNELL, Secretary.

35, Broad-street-buildings, London, June 24, 1845.

SOUTH STAFFORDSHIRE JUNCTION RAILWAY, CONNECTING LICHFIELD, WALSALL, WOLVERHAMPTON, DUDLEY, &c., WITH DERBY AND THE NORTH MIDLAND COUNTIES.

(Provisionally Registered, pursuant to the 7th and 8th Victoria, cap. 110.)

Capital £500,000, in 20,000 shares, of £25 each.—Deposit £1 7s. 6d. per share.

PROVISIONAL COMMITTEE.
Charles S. Forster, Esq., Hampstead Hall, near Walsall, High Sheriff for Staffordshire
General Dyott, Freeford Hall, Lichfield
Captain Dyott, Freeford Hall, Lichfield
The Mayor of Lichfield
Richard Croft Chawner, Esq., Wall, magistrate for Lichfield
William East Holmes, Esq., magistrate for Lichfield
John George Norbury, Esq., Great Chanderloo-street, Regent's-park, and Mancetter House, Ashby-de-la-Zouch, director of the Leicester and Birmingham Railway
William Horatio Harrison, Esq., London, director of the Staffordshire and Shropshire Junction Railway
John Neville, Esq., Haselour Hall, near Lichfield
John Mott, Esq., The Close, magistrate for Lichfield
John Delane Griffiths, Esq., Whitlington, near Lichfield
William Stanhope Sawtell, Esq., 51, Lombard-street
William Tabor, Esq., London
The Mayor of Walsall
Mr. Sergeant Clarke, Temple, recorder of Walsall
Henry Box, Esq., magistrate for Walsall
Howard Fletcher, Esq., Walsall
Charles Foster Cotterill, Esq., magistrate for Walsall
Thomas George Lomas, Esq., magistrate for Lichfield
John James, Esq., Walsall
John Forster, Esq., The Terrace, Walsall
Richard James, Esq., magistrate for Walsall
Charles Greatrex, Esq., magistrate for Walsall
John Whitgreave, Esq., magistrate for Walsall
Arthur Adams, Esq., magistrate for Walsall
Henry Crane, Esq., Wolverhampton
Joseph Walker, Esq., Wolverhampton
William Bailey, Esq., Wolverhampton
John Perks, Esq., Ironmaster, Wolverhampton, director of the Oxford, Worcester, and Wolverhampton Railway
Thomas Perry, Esq., Ironmaster, Highfields Foundry, Bilston
Samuel Haines, Esq., Chad House, near Edgbaston, director of the Leicester and Birmingham Railway
The Rev. Evan Price, Hunston Parsonage, Stafford
George Turner, Esq., Hunton Hill, Edgbaston
Henry Bickerton Whitehouse, Esq., Ironmaster, Prior Fields Furnaces, near Dudley
Francis Valentine Lee, Esq., London, director of the Eastern Counties Railway
Captain Page, Charlton House, near Somerset, director of the Coventry and Leicester Railway
Edward Middleton, Esq., Edgbaston
Thomas Uppell, Esq., Wheelock's Hill, Edgbaston
J. Brearly Payne, Esq., Edgbaston, director of the Leicester and Birmingham Railway
Benj. Collett, Esq., Grafton Manor House, Bromsgrove, magistrate for Worcestershire
William Spooner, Esq., London
(With power to add to their number.)
ENGINEER—John R. M'Clean, Esq., M.C.E.L.
SOLICITOR—Edwin Smith, Esq., Gray's Inn.

LOCAL SOLICITORS.
Messrs. Dyott and Son, Lichfield
Horatio Barnett, Esq., Walsall
Messrs. Gem, Son, & Docker, Birmingham
Charles Corser, Esq., Wolverhampton
William Fellows, Jun. Esq., Dudley
Messrs. Bennett and Bowen, Stafford

BANKERS.
London—Messrs. Spooner, Attwoods, and Co. Gracechurch-street
Messrs. Rogers, Olding, and Co. Clement's-lane
Lichfield—Messrs. Palmer and Green
Walsall—Messrs. Charles Forster and Sons
Dudley—The Dudley and West Bromwich Banking Company
The Birmingham Banking Company
Wolverhampton—Messrs. R. and W. F. Fryer
Birmingham—Birmingham Banking Company
National Provincial Bank of England
Stafford—The Manchester and Liverpool District Bank
Derby—The London and Dublin Bank

This short but important railway will commence, by forming a junction at the viaduct over the River Trent, near Alrewas, on the Birmingham and Derby Railway, and proceed in nearly a straight line to Dudley, being a distance of about twenty-one miles, forming a direct and unbroken railway communication between Derby and the north midland counties and Worcestershire, Herefordshire, and the other south-western counties of England. This railway includes in its course the city of Lichfield and the large and rapidly increasing town of Walsall, leaving which it will fall into the Grand Junction Railway at the Walsall station (Besant-bridge), and continuing thence through the manufacturing and mining districts of Wednesbury and Tipton, will join the projected railway along the banks of the Birmingham Canal, and proceed on to its terminus at Dudley, where it will unite with the railways connecting Stourbridge, Kidderminster, Stourport, Worcester, and the south-west.

The shortest and most direct line will thus be formed for the transit of manufactured iron, &c., from the centre of the vast mineral and manufacturing districts of South Staffordshire, to Gainsborough, Hull, Sheffield, and the other great markets of the north. The ironstone and other produce of the Derbyshire mines will also be brought by means of this railway direct to the furnaces of Staffordshire, and the coal from Cannock Chase and Brown Hills—the best for domestic purposes—will be conveyed at a small cost to supply the towns of Walsall and Dudley, Wolverhampton and Birmingham.

The Hay Head line, and that of Rushall, the former considered the best for hydraulic works, and the latter for agricultural purposes and for the manufacture of iron, together with the blue bricks and tiles of Walsall Wood, at present so much in demand, but nearly excluded for want of railway access, will all be brought directly into the proper markets, and will form an immense traffic for this railway.

Some estimate of the passenger traffic may be formed, when it is stated that the population of the towns embraced by this undertaking amounts to nearly 300,000, and when the enormous traffic which must result from opening up the most favoured district in England is considered, there can be no doubt that the completion of this railway, besides the great benefit to the public, will prove as an investment amply remunerative to the shareholders. Preliminary surveys have been made, and the line is favourable both as regards gradients, economy of construction, and future working. There are no expensive cuttings, or engineering difficulties, and the estimate is under the usual average per mile, and the line is so laid out as not to interfere with any ornamental property. In the allotment of shares a preference will be given to parties locally interested in the line. Applications for shares may be made in the form appended to any of the solicitors, or to Messrs. Aston, Smith, stock and sharebrokers, 32, Throgmorton-street, London; and the following shareholders:—Mr. W. H. Collis, Birmingham; Mr. Payne, Wolverhampton; Mr. J. T. Holland, Coventry; Mr. Newmarch, Manchester; Mr. Thomas Crevdson, Liverpool; Mr. F. B. Bingley, Leeds; Mr. Thomas Boardman, Blackburn; Messrs. Warburton and Croxall, Sheffield; Mr. James Stokes, Bletchingham; Messrs. Tate and Nash, Bristol; Mr. J. Nightingale, Wakefield; Mr. James Hervey, Halifax; Mr. Francis Stamp, Hull; Messrs. Beaumont and Langworthy, Exeter; and Messrs. Boyle, Low, and Finn, &c.—but no application will be attended to unless accompanied with a satisfactory reference.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the South Staffordshire Junction Railway.
Gentlemen,—I request you will allot me shares of £25 each in this undertaking, and I agree to pay the deposit on that or any smaller number of shares which may be allotted to me, and I engage also to execute the subscribers' agreement and Parliamentary contract when so required.

Name in full
Occupation or profession
Address
Date Name and address of referee

THE LEICESTER, ASHBY-DE-LA-ZOUCH, BURTON-UPON-TRENT, AND STAFFORD JUNCTION RAILWAY.

(Provisionally Registered.)

Office 29, Moorgate-street, London.

Capital £500,000, in 20,000 Shares of £25 each.—Deposit £2 15s. per Share.

PROVISIONAL COMMITTEE.
Capt. Ralph Bernal Osborne, M.P., for Wycombe, Albermarle-street.
Charles Robert Colville, Esq., Lullington, M.P. for South Derbyshire.
William Collins, Esq., M.P., Warwick.
Matthew Gledhill, Esq., Walton Hall, near Burton-upon-Trent.
John Bott, Esq., Cotton Hall, Barton-upon-Needwood, Staffordshire.
Michael Thomas Bass, Esq., Holly Bank and Burton-upon-Trent.
Robert Jacob Hood, Esq., Barton Hall, Leicestershire.
Charles Thornley, Esq., Marston Hall, Warwickshire.
J. T. Raworth, Esq., Leicester.
Walter Osborne, Esq., Broadall, Derbyshire.
Edward Wignall, Esq., Borough, London, director of the London and Brighton Railway.
James Wilberforce Stephen, Esq., Cambridge.
James Eames, Esq., Ashby-de-la-Zouch.
Thomas Davis, Esq., Ashby-de-la-Zouch.
Henry Brown, Esq., Ashby-de-la-Zouch.
J. Lester Hassall, Esq., Packington, Ashby-de-la-Zouch.
John Hill, Esq., Barton-upon-Trent, brewer.
Thomas Hildreth, Esq., Barton-upon-Trent, brewer.
J. Sherratt Tomlinson, Esq., Barton-upon-Trent.
John Gretton, Esq., Barton-upon-Trent, brewer.
Joseph Nunnely, Esq., Barton-upon-Trent, brewer.
Nathaniel Nadin, Esq., Stapenhill, Derbyshire.
Morris Piddocke, Stanton, Derbyshire.
William Adams, manufacturer, Swadlincote Potteries, Derbyshire.
Charles J. M. Fenton, Leicestershire.
Lewis Adams, Stoke-upon-Trent.
Samuel Acock, Burslem.
George Baker, Burslem.
H. H. Haywood, Hanley.
Samson Bridgwood, Longton.
Thomas Wynne, Longton.
(With power to add to their number.)

This line of railway will commence near the Syston station on the Midland Counties line, and proceed near the Charnwood Forest, and so as to take in the collieries of Bagworth, Ilkeston, Whitwick and Ilkeston, and proceed to Coleorton and Ashby-de-la-Zouch, thence near Swadlincote, Gristley Potteries, and the course of the projected Burton and Moira Canal to Burton-upon-Trent, whence crossing the Trent it will skirt the Needwood Forest, near Tatenhill, Hamstall-Willware, Bittworth and Colton, to the proposed junction of the North Staffordshire Pottery line with the Trent Valley Railway at Colwich, about four miles from Stafford.
A short branch from Burton, up the Dove Valley, to join the Macclesfield and Derby line between Burton and Uttoxeter, is contemplated, and in the event of a line being carried from Manchester to Derby by way of Uttoxeter, the part of this line between

Burton and Leicester would complete, by its junction with the projected Leicester and Bedford Railway, a direct route from London to Manchester.

As an independent line, looking to its own local traffic as a source of revenue, it traverses a country of extraordinary mineral wealth, passing near the most southern coal-field in the kingdom accessible to London, from which is produced the finest quality of coal. Keenel coal, ironstone, fire and pot clay, granite and limestone abound in that portion of the line that skirts the Charnwood Forest to Ashby, and which require increased facilities of conveyance, and it will afford a transit as well as a market. Between Ashby-de-la-Zouch and Burton-upon-Trent, are the Great Brecon and Ticksall Lime-works, and the Swadlincote and Gristley Potteries. To Burton it will convey the corn and barley of Lincoln, Northampton, Norfolk, and the agricultural districts of the east, as well as afford a ready conveyance to the produce of the important Breweries of Burton.

From Cambridge, Ely, Norwich, Yarmouth, Lynn, Peterborough, and Lincoln, this will be the shortest route to the Leicestershire, Staffordshire, and Shropshire iron and coal fields, to the Burton breweries, to North and South Wales, and Ireland. By means of the short line up the Dove Valley, and its junction with the proposed North Staffordshire Railway, this will be the most direct communication from the East to the North-western manufacturing districts, and to Birkhead by way of Crewe and Chester. Indeed, it may be called the key or trunk line of the central counties of England.

It is impossible to over-estimate the importance of this railway as a junction line. It will unite near the Syston station with the Midland Counties, and the proposed Chester, Ashton-under-Lyne, and Merton Morwray lines, and the contemplated Bedford and Leicester Railway. It will also, for goods and passengers coming from the Eastern Counties (the destination of which may be Manchester, Liverpool, North Wales, or the North-west of England, generally), avoid the angles and circuitous routes necessarily made at present either in going round by Derby on the one hand, or Rugby on the other.

On the West it will join at Colwich the Trent Valley and the proposed North Staffordshire Pottery line; and at Stafford it will unite with the lines for Liverpool, Manchester, the Potteries, Birkhead, and Huddersfield.

The estimated profit from internal resources is expected to be very great. The town of Burton-upon-Trent is a place of more importance as regards the amount of its traffic than many places of fourth size. It is computed that about 50,000, a year is paid for carriage alone to and from that town. Its extensive breweries are chiefly supplied with barley from the country lying between Boston and Northampton. The shipping ports for its beer are London and Liverpool, and these towns, with Manchester, are the chief markets for its home trade. Nearly two-thirds, therefore, of its whole manufactures, and of the raw materials it draws from distant parts, would pass in one direction or another along this line of railway. Throughout the line there is a great demand for lime and coal; the pottery manufactures of Gristley and Swadlincote would supply a large amount of traffic to the line as well as the North Staffordshire Potteries to the Eastern Counties and ports.

In the allotment of shares local interests will be first considered. No ornamental property appears to intersect the line, and many of the landowners have given it their support.

ENGINEER—J. U. Ratcliff, C.E.

BANKERS.

London and County Bank, Lombard-street.
The Leicestershire Banking Company, Leicester, Ashby-de-la-Zouch and Atherstone.
Pares' Leicester Banking Company, Leicester.
The Burton, Uttoxeter, and Ashbourne Banking Company, Burton-upon-Trent, Uttoxeter and Ashbourne.

Messrs. Charles Harvey and Son, Lane End, Staffordshire Potteries.
Applications for prospectuses and shares must be made to the joint solicitors, Messrs. Sir George Stephen and Hutchinson, 29, Moorgate-street; Messrs. Bass and Sweeting, Burton-upon-Trent; Thomas Piddocke, Esq., Ashby-de-la-Zouch; or Messrs. George Eary and Son, brokers, Derby; and Mr. William Eaglesfield, Leicester.

Applications for shares, in the usual form, will be attended to, if accompanied by a respectable reference.

LEICESTER, ASHBY-DE-LA-ZOUCH, BURTON-UPON-TRENT, AND STAFFORD JUNCTION RAILWAY.—NOTICE IS HEREBY GIVEN, that NO FURTHER APPLICATIONS FOR SHARES will be received after the 25th instant, except from parties locally interested, applications from whom must be made on or before the 28th instant. STEPHEN AND HUTCHINSON, 29, Moorgate-street.

SHEFFIELD, ASHTON-UNDER-LYNE & MANCHESTER RAILWAY.—At a Special General Meeting of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, held on the 6th June instant, it was resolved by the shareholders, to construct a line or lines of railway to connect their railway with the Midland Railway, through the Barnsley and Silkstone district, with such further extensions eastward as may be deemed necessary by the directors, and for other purposes. And in furtherance of the above objects, the directors are empowered to admit the shareholders of the Barnsley Junction Railway Company by a commutation of interest into the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, upon the following terms—viz., That the holder of every £25 share, or of every two shares of £12 10s. each, in the Barnsley Junction Railway Company, shall be entitled to receive one share of £25 in the Sheffield, Ashton-under-Lyne, and Manchester Railway Company.

In pursuance of the preceding resolutions, and of an arrangement made with the provisional committee of the Barnsley Junction Railway Company, the directors of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, beg to announce that the shareholders in the Barnsley Junction Railway Company (which is intended to be dissolved) will be admitted as shareholders in the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, upon the terms of the said resolutions; or will, at their option, be entitled to receive cash in full the amount of their deposit paid up to the Barnsley Junction Railway Company.

All shareholders, therefore, who may wish to unite themselves with the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the manner above stated, and who have not yet sent in a written declaration to that effect to the company, are requested to send in such declaration (in the subjoined form) to the Sheffield, Ashton-under-Lyne, and Manchester Railway Company's offices, in Manchester, on or before the 1st day of July next—in default of which they will be considered as refusing to accede to the arrangement, and will be excluded from the benefits thereof; and all Barnsley Junction shareholders who may decline to exchange into the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, and may elect to receive back their deposits, are requested to apply to that effect, in writing to the Barnsley Junction Railway office, at Barnsley.

JOHN PARKER,

Chairman of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company.

Dated June 11, 1845, Manchester.

FORM.

To the Sheffield, Ashton-under-Lyne, and Manchester Railway Company.
Gentlemen,—I am the holder of scrip for shares of £25 each (or shares of £12 10s. each) in the Barnsley Junction Railway Company, and I hereby signify my desire to commute my shares therein, for a like number of shares, of equal amount, in the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, and to be admitted a shareholder of that company, on the terms of the proposal advertised.

Name
Business
Residence

Date

RAILWAY FROM ST. QUENTIN TO MAUBEUGE AND TO THE BELGIAN FRONTIER.—The directors of this company beg to state, that a LIMITED NUMBER OF SHARES OF THE CHARLEROI AND ERQUELINES RAILROAD will be RESERVED for subscribers to the St. Quentin and Maubeuge line; but the amount will be inevitably small, in consequence of the whole number of Charleroi and Erquelines shares at the disposal of the directors for the English public, for the holders of the Paris and St. Quentin shares, and for those of the St. Quentin and Maubeuge shares, being restricted to 8000.

20, King's Arms yard, June 14, 1845. CHAS. GRAHAM AND CO.

RAILWAY FROM ST. QUENTIN TO MAUBEUGE, AND TO THE BELGIAN FRONTIER.
Capital 30,000,000fr., or £1,200,000, in 60,000 shares, of 500fr., or £20, each.
Deposit 5fr., or £2, per share.

PROVISIONAL DIRECTORS.

M. J. Cordier, député, président inspecteur divisionnaire des ponts et chaussées en retraite, inspecteur général des travaux.
M. De Haussy, sénateur.
M. Tercein Sigart, banquier, à Mons.
M. G. Lebon, ingénieur civil, à Marchiennes au-pont.
M. le Marquis de Dion, propriétaire.
M. Masias, propriétaire.
M. Delvigne Durville, manufacturier, propriétaire, à St. Quentin.
M. Henry Neville, ingénieur civil, à Paris.
M. Kysaens, Jeanne, banquier, à Paris.
M. De Beaupuy, propriétaire.
Sir Joshua Walsley, director of the Birkhead and Chester Railway, Liverpool.
Wm Jackson, Esq., chairman of the Birkhead and Chester Railway, Birkhead.
Charles W. Graham, Esq., King's Arms yard, London.

Messrs. Smith, Payne, and Co., London; the Bank of Liverpool, Liverpool; Messrs. Kysaens, Jeanne, and Co., Paris; M. Tercein Sigart, Mons.
Solicitor—W. Bordaillat, Esq., 26, King's Arms-yard, London.

This line of railway will form the continuation of that from Paris, Creil, and St. Quentin, to the Belgian frontier, and, when completed, will join the Charleroi and Erquelines Railway. In offering this undertaking to the public, it is important to remark, that the Belgian Government ceded to the above mentioned directors, by royal ordinance of the 28th of May last, the branch line of railway above referred to, from Charleroi to Erquelines, in the French frontier, and consequently this line from St. Quentin to Maubeuge will give a direct communication by railway from the Seine to the Rhine from Paris to Cologne.

These facts are sufficient of themselves to establish the importance of the St. Quentin and Maubeuge line, which has been carefully surveyed, and offering no great engineering difficulties, will be promptly executed.

Prospectuses will be ready for distribution on Thursday, the 12th inst.; meantime, applications for shares can be addressed to Messrs. Charles Graham and Co., 20, King's Arms-yard; Messrs. Hill, Newstead, and Hill, 29, Threadneedle-street, London; and to Messrs. D. and J. B. Neilson, of Liverpool.

FORM OF APPLICATION.

To the Directors.
Gentlemen,—I request you will insert my name for shares of £20 each in the capital stock of the above company, and I hereby undertake to accept that or any less number of shares that may be appropriated to me. And I further undertake to pay the deposit and calls when required, and to conform to the statutes of the company, and to all regulations duly authorised by the laws of France, and to execute all deeds as and when I may be called upon to do so.

I am, Gentlemen, your obedient servant,
Christian and Surname in full
Profession
Address
Reference
Dated this day

ONE GUINEA WELLINGTON BOOTS, MADE TO MEASURE. BY G. GARRETT, BOOTMAKER, by special appointment, to the KING OF THE BELGIANS.—A STOCK of the most FASHIONABLE and HIGHLY-FINISHED BOOTS, of all kinds, kept ready made, to suit the convenience of Noblemen, Officers of the United Services, and Gentlemen, who prefer trying on boots previous to purchasing, or giving an order.—G. GARRETT, ARMY BOOTMAKER, 130, JERMYN-STREET, and 4, LEICESTER-SQUARE.

BAHIA STEAM NAVIGATION COMPANY.

The half-yearly general meeting of the shareholders in this company was held at the George and Vulture Tavern, Cornhill, on Thursday, the 26th instant.—C. SAUNDERS, Esq., in the chair.—The SOLICITOR having read the advertisement convening the meeting, and the minutes of the last meeting, which were confirmed, the CHAIRMAN briefly alluded to the heavy law suits in which the company were engaged, as vexatious attempts to intimidate the directors in their exertions on behalf of the company, and expressed his satisfaction at a new system of rules now in practice in the Court of Chancery to assimilate costs, and prevent, in a great measure, the vexatious protraction of suits in that court; he then briefly observed on some other points in the report, which was read by the solicitor, and stated that the directors had been disappointed in not having obtained the report from the Master's Office, after the verdict in their favour, in the case of Benson v. Heathorne, but that it was now expected in the course of a week; that they had presented a petition both to the provincial authorities at Bahia, and to the Imperial Government of Brazil, setting forth the services the company rendered the state, and praying for an annual stipend—as private enterprise was inadequate to support a fleet of steamers—and which they had reason to believe would be favourably reported upon; that a meeting of the Brazilian shareholders had taken place, at which resolutions were passed expressive of their determination to support the undertaking to the best of their ability; it further alluded to the necessity there probably might be for a special meeting on the receipt of some correspondence from Brazil, when it would be laid before the proprietors, it was then prudent not to be more explicit on the subject. As soon as the law suits were settled, they should be in a position to offer to the shareholders a definitive mode of proceeding in future.—From the statement of accounts, it appeared that the paid up capital, including some shares in the company's possession, was 58,875l.; the entire balance of assets over liabilities was 18,000l.; and that there remained a balance in the bankers' hands of 550l. 15s. 1d.—The CHAIRMAN said, with regard to the petition to the Government, they had not specified any amount, thinking it better to leave that point to the authorities; they were in hopes of an annual stipend of 10,000 milreas, with this and the profit on their boats, he confidently looked forward to a division of profits of 5000l. or 6000l. a year; he had still hopes that they should recover from all their difficulties, and be in the end successful; he assured the meeting the directors had continually exerted themselves to bring about so desirable a result.—Mr. Bruin and Mr. Saunders, who went out of office by rotation, were then unanimously re-elected, as was also Mr. Phillips as auditor. Vacancies for two directors still remained open, and Mr. Buxton observed, there were no candidates for the offices, which showed the good feeling and confidence that the proprietors had in the direction, as such election might just then prejudice them in the law suits which were pending; the direction would, therefore, go on as before, and he assured them no exertions should be spared, to place them in a situation of prosperity.—A vote of thanks was then unanimously awarded to the chairman, and the meeting separated.

CANADA COMPANY.

It appears, from the proceedings of the proprietors of this company, at the usual half-yearly meeting held at their offices, St. Helen's-place, Bishopsgate-street, on Thursday last, that their affairs are in a prosperous condition; 27,000 acres had been disposed of under sale and lease during the present year, and a large increase had taken place in the number of emigrants. These were composed chiefly of farmers from Scotland, who generally took out capital, and, therefore, were most desirable settlers. Emigration from Germany (a country hitherto unproductive in this way) was going on at a rapid rate, while the proposed railway from Lake Ontario to Lake Huron, going to Goderich, was calculated to advance considerably the price of the company's land, through a large portion of which it would pass, and by affording increased facility of travelling in the country to hold forth further inducements to emigration. The plan adopted by the company, of letting the land for ten years, leaving the tenant the option of purchasing it after five years' occupation, was found to work well, the average sum realised per acre being, on an average, about 12s. 6d., while the average price obtained by the sale of the land fell something short of that sum. It appeared that the company, though obliged to draw on the capital for the payment of dividends, yet possessed profits to make up the deficiency, so that the payment of the same was virtually made from this source. The financial state of the company enabled them to make a dividend for the present half-year, ending July 10, 1845, of 6 per cent. per annum, or about 87000l.—Nothing of particular importance transpired at the meeting; the proprietors seemed, as they have reason to be, perfectly satisfied with their present state and prospects.

Bristol and Exeter Railway Company.—A special meeting of the proprietors was held at the White Lion Hotel, Bristol, on the 20th inst., JAMES GIBBS, Esq., in the chair.—The CHAIRMAN observed, that it was in compliance with the Standing Orders of the House of Lords, which required that the drafts of bills relating to railways should be submitted to the proprietors for their approval; that having been obtained, there would be no necessity for discussion.—C. SAVARY, Esq. (solicitor to the company), read the draft of the bill now before Parliament, entitled, "A Bill to amend the Acts relating to the Bristol and Exeter Railway, and to authorise the formation of a Junction Railway, and several Branch Railways connected with the same." The Act empowers the formation of a junction railway between the Bristol and Exeter Railway and the Great Western, with branches to Clevedon, Yeovil, and Tiverton.—Dr. O'BRIEN thought that an alteration should be made in it, so as to empower the company to lease the line to the Bristol and Birmingham, as it would be giving the Great Western Company a monopoly over their line, and prevent them accepting more advantageous terms from another company.—The SECRETARY said it was the wish of the directors that power should be given to lease the line to other than the Great Western Company.—Mr. SAVARY said, as the bill had already passed the House of Commons, he considered that the clause was sufficient for all purposes contemplated by Dr. O'Brien.—C. B. FRIZZ, Esq., said it was clear that they were not now connected by this Act with the Bristol and Birmingham Railway.—After some discussion on this point, the subject dropped by Mr. Savary undertaking to confer with the Parliamentary agents, and, if necessary, and the House of Lords will sanction it, by the mention of the Bristol and Birmingham Railway. He then read the draft of the Cornwall Railway Bill, now before Parliament, which empowers the Bristol and Exeter Company to subscribe 75,000l. towards its formation.—Resolutions approving of the Cornwall and Bristol and Exeter Railway Bills were passed unanimously.

KENTISH COAST RAILWAY.—A meeting of the scripholders in the Kentish Coast Railway—the transactions of which have already appeared before the Public—was held on Tuesday afternoon at the offices of Mr. Sill, of 64, Old Broad-street, the solicitor on the part of the sufferers of this scheme. The object of the meeting was for the purpose of proving that the directors were legally responsible for the acts of Messrs. Curling and Richards; the one their solicitor, the latter the secretary. Several letters were read by Mr. Sill to the meeting, which consisted of about thirty of the principal shareholders, and representing about 2245 shares, which so identified the directors, who had imprudently lent their names with the issuing of the scrips, that there was no legal doubt—although they denied their liability—that they are the parties from whom the scripholders looked to for remuneration, and it was determined upon to commence proceedings, if necessary, to establish their rights. A curious fact was stated to the meeting, that not only had this railway not been provisionally registered according to the Act of Parliament, but that Mr. Curling, like Alderm. n Gibbs, had given no account of the money thus raised, and refused to do so, unless he is first declared irresponsible for the demands that may be made. The meeting was adjourned until the 8th of July, to allow time for the directors to maturely consider the subject, and as they are gentlemen of high standing, there is little doubt that, after that date, we shall hear no more of the Kentish Coast Railway scheme.

MANCHESTER AND BIRMINGHAM CONTINUATION AND WELSH JUNCTION RAILWAY.—A meeting was held at Aberystwith, on Monday, the 23d inst., the MAYOR presiding, to receive a deputation from the promoters of this line, which proposes to place the port of Aberystwith in communication with Staffordshire, Lancashire, Yorkshire, and the north-eastern parts of England.—Mr. DAVID WADDINGTON, deputy-chairman of the Manchester and Birmingham Railway (with whom were Sir J. De Beauvoir, Mr. R. Watkins, Mr. W. B. Pritchard, C.E., and others), gave a descriptive account of the line, and of the advantages it would confer on Aberystwith, and upon the principality generally, by placing its mineral productions in direct communication with the northern marts. From the investigation that had been made by the Manchester and Birmingham Company, whose line this undertaking would unite with at Crewe, there was every reason to believe that the line would be a remunerative one, and tend largely to develop the resources of the district, besides rendering the port and watering-place of Aberystwith accessible to visitors from the north.—Mr. PRICHARD (the engineer), explained the route of the line, and stated that as there were no peculiar engineering difficulties, the line being almost a surface line throughout, it might be constructed for 13,000l. per mile. The port of Aberystwith might be made fit for steamers at an outlay of 10,000l.—Resolutions, declaratory of support to the undertaking, were put and carried.

PARIS AND ST. QUENTIN RAILWAY.—Among the many railways now projecting in France, that from Paris to St. Quentin offers some of the greatest advantages to English, as well as French, speculators. St. Quentin is one of the largest cotton manufacturing towns in France; it is within a few leagues of Cambrai, so renowned for its cambric fabrics and valenciennes—for its lace—the whole of which traffic to the capital, passes through this town, as well as the greater portion of the produce from Lille and the north. A railway from Paris on this line to Lille, thence to the Belgian frontier, and a branch to Arras, St. Omer, and Calais, is one of the grand projects of the merchants and manufacturers in the northern departments of France, as the traffic is very great, and sure to return a remunerating interest on the capital invested.